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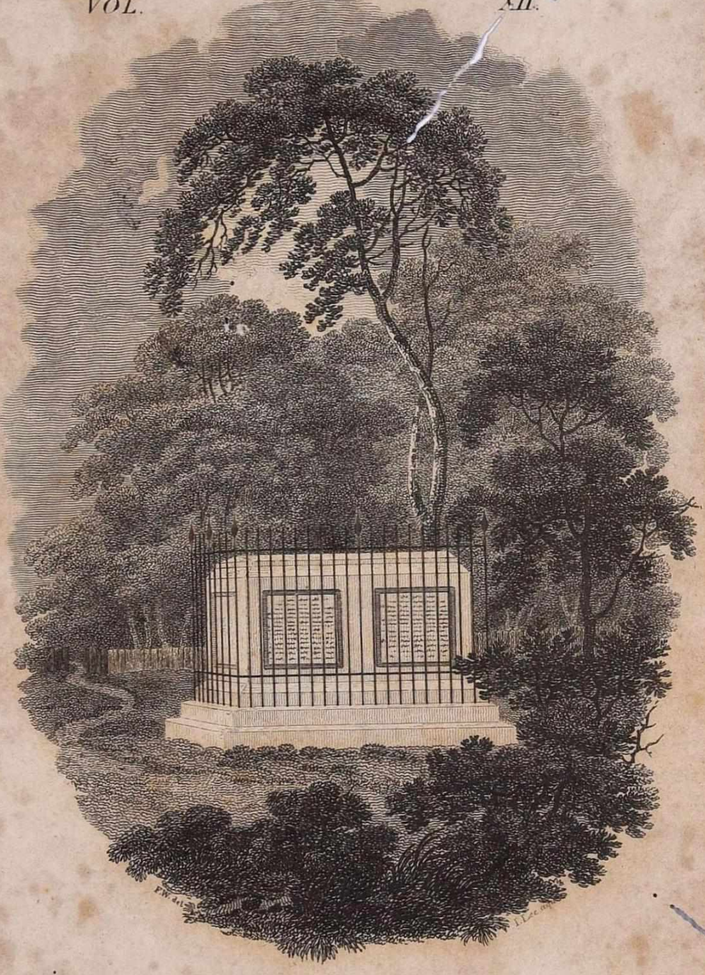
NAVAL CHRONICLE.

VOL. XII.



The Tomb of Sir Andrew Snape Douglas Kn.t in Fulham Church Yard.

Published 31 Dec. 1804, by J. Gold 103 Shoe Lane Fleet Street.

THE

Naval Chronicle,

FOR 1804:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

UNITED KINGDOM

WITH A

VARIETY OF ORIGINAL PAPERS

ON

NAUTICAL SUBJECTS:

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

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VOLUME THE TWELFTH.
(*FROM JULY TO DECEMBER.*)

In Native Vigour bold, by Freedom led,
No path of Honour have they fail'd to tread:
But whilst they wisely plan, and bravely dare,
Their own Achievements are their latest care.

HAYLEY.

London:

PRINTED AND PUBLISHED BY I. GOLD, SHOE-LANE.

And sold by Messrs. LONGMAN, HURST, REES, and ORME, Mr. SYMONDS, and Mr. WALKER, Paternoster Row; Mr. WHITE, Fleet-street; Messrs. VERNOR and HOOD, Poultry; Mr. ASPERNE, and Messrs. RICHARDSON, Cornhill; Messrs. A. & J. BLACKS and H. PARRY, Leadenhall-street; Messrs. CROSBY and Co., Stationers' Hall Court; Mr. OSTELL, and Mr. LAW, Avemaria-lane; Mr. MOTTLEY, Portsmouth; Mr. HAYDON, Plymouth; Messrs. NORTON and SON, Bristol; Mr. ROBINSON, Liverpool; Messrs. MANNERS and MILLER, Mr. CREECH, and Mr. CONSTABLE, Edinburgh; Mr. ARCHER, Dublin; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.

MDCCCIV.

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TO

HIS ROYAL HIGHNESS

WILLIAM HENRY

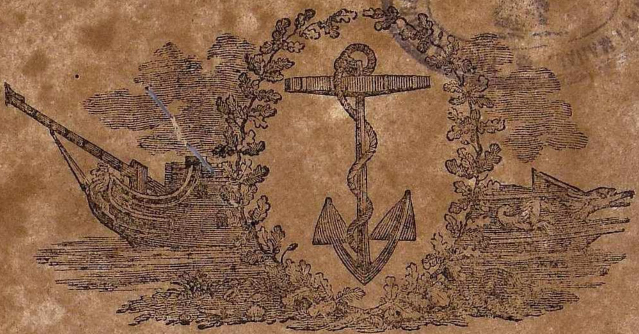
DUKE OF CLARENCE,

THIS TWELFTH VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED

BY THE EDITORS.



P R E F A C E

TO THE TWELFTH VOLUME.

OUR posliminious Preface to the present Volume, must in the first place express our thanks for that increase of Patronage we receive; and also for the Communications, and Hints, which have arrived from different Correspondents, who thus impart an addition of interest, and of importance, to the NAVAL CHRONICLE.

We have seldom witnessed a period when such a variety of Naval Events has swelled the annals of every month, as that which the present Volume comprises; and it has been with the utmost difficulty, that we could discharge our duty in this respect, without entirely devoting the greater part of each

Number to chronicle facts, which otherwise would soon be lost amidst the enterprise and energy that prevails.

Notwithstanding all our diligence, and the good *Look-out* we uniformly preserve, we find that some facts occasionally drift by us, and are carried away by the current. Such was the case with the interesting letter of Lieut. Hardinge to his Uncle, dated April 1804, which appears first in this Volume in the current Naval History of the Year. We request our Readers to assist us in this respect; and shall consider it as a favour, if they would forward to our Publisher, Mr. GOLD, whatever in the redundant columns of the Public Prints may have escaped our notice, or not been deemed by us sufficiently worthy of preservation.

We are glad that so many of our Readers, particularly those who are not employed on the Home Stations, approve of our printing any late intelligence of importance, on the second page of the Wrapper: whence it is afterwards incorporated with the body of the Work. By this means we are enabled to insert Gazette Letters, and communications from our Friends, toth e moment previous to publication.

The most painful part of our labours in this Volume, has been the task of recording so many distressful Shipwrecks. The first Court Martial in the succeeding pages, was held on the loss of the Apollo; and

since that event, to the dreadful scene we have narrated in Torbay, what an alarming portion of our Wooden Walls has been destroyed! No blame can be imputed to their Commanders; but why the Western Squadron at so late a season of the year, should resort to Torbay, must perhaps be answered, by the peculiar emergency of the times. We fear only, that the persevering and gallant Cornwallis will injure his own health, as well as his Fleet. The Station, indeed, is most desirable to any Commander who is driven from off Brest; but unless Government will expend the comparatively trifling sum of money, that would render Torbay a secure Harbour, the truth of the old Axiom will be often exemplified by those who enter it during the winter months:

"Incidit in Scyllam, qui vult evitare Charybdim."

The Biography of the present Volume has not been deficient in either interest or variety. Sometimes we can only give an Outline or an unfinished Sketch, which we leave to our Correspondents, and future Biographical Memoirs, to complete. A periodical Work, like the Tide, will stay for no man: we are therefore obliged to *shove off* when our monthly Freight is ready. The Life of Commissioner Coffin might furnish further particulars elucidating the Naval History, could they be procured;—as well as those of Sir Peter Parker, and Sir Richard King;

and in many instances these subsequent additions have been, and will again be, supplied. The Life of Lieutenant Hunter in our next Volume will throw additional light on the character, not only of Admiral Coffin, but of the late Admiral Peyton, and other Officers. We however particularly wish that our Friends would assist us with further particulars of such Officers as appear in our Biography. This department of the Work has given great satisfaction on the Continent, particularly in Russia and the East Indies: any communications towards its improvement will therefore be thankfully received. The Memoir of Commodore Dance is written by a gentleman who had not previously honoured our CHRONICLE by his exertions.

Amidst the Communications we have received on other subjects, and which appear in this Volume, our thanks are principally due, among others, for the "Sketch of the Maritime Progress of the Russians," signed N. (page 18.)--The two letters signed B. A., (page 117,) respecting "An Attempt in 1741 to discover a North West Passage to China."—The "Remarks given in to Lord Melville by Capt R. Willis," signed C. (page 122).--"Further particulars of the late Capt. Martin Neville," (page 187,) signed G. T.—Communications of Mr. James Mitchell, (page 193,) respecting his "Patent for manufacturing Cables, Hawsers, and other Cor-

dage."—The excellent Balla , *Duke William's Ramble*, (page 228,) signed *Amor*, which we had in vain so long sought for, from the time we inserted the original anecdote in our second Volume (page 307).—The "interesting Letter from Lieutenant Spearing of Greenwich Hospital," (page 281).—An account of "Captain Goodall's Escape from France," (page 286,) signed R.T.—the Letter (at page 290,) signed J.M.—That from Mr. George Matthews, (same page,) containing "Hints for improving our Navy."—With a translation of "The French Account of the Capture of the Corvette *le Curieux*," (page 380). The limits of this Preface will not allow us to add more than our thanks to G. T. for his four Drawings, and to an acquaintance of the late Admiral Sir C. Knowles, for his "Correspondence on Ship Building," which shall appear as soon as the press of other articles will allow.

The introduction of PORTRAITS has given our Chronicle an additional value: in this Volume we have inserted one, by an artist of considerable celebrity, J. Fitler, R.A.S., Marine Engraver to his Majesty. We could have wished, indeed, with many of our Readers, that this Print had not been so slight; but can only affirm, no expense was spared, since the Plate on the whole amounted to twenty guineas. The Frontispiece is done by Mr. Lee, the same gentleman who engraved the last, and who was recommended to us by Mr. Landseer. It is taken from an

original Drawing made on the spot, by our ingenious Friend F. W. The HEAD PIECE to the Volume represents three different Vessels, from an hasty Sketch with a pen by Mr. Pocock, for the late Mr. Fry of Bristol, who was accustomed to prefix them to Ship Advertisements in the Bristol Paper: they were sent us by one of Mr. Fry's Sons, and we trust Mr. Pocock, who still continues to render our work the most essential service, will not be offended, by our wish to preserve even this relic; the wood Engraving has not done the Drawing the justice which it merited: but this neglect will be prevented in our future Volumes. We have received some beautiful Drawings from Mr. Pocock, and have to apologize to our Readers, that none are inserted in the present Volume. A more full description of Mr. Samuel Daniell's View of the Cape of Good Hope would have appeared, had that gentleman sent it us in time: the objects in the Foreground consist of a dead whale and some pieces of Ice.

Owing to the unavoidable absence of the gentleman who furnished us in this, and the preceding Volume, with an HISTORICAL LIST OF THE ROYAL NAVY, we have not been able to complete that List as we intended; it will however be shortly continued: and our Readers may then bind up the remaining numbers of that Appendix, either in the present or in the subsequent Volume.

The ensuing Year promises, on many accounts, to be eventful, and decisive. The British Lion, who so long has remained quiet, and been only watching for his prey, is at length upon his feet, exerting his utmost energy to free Europe from the ravages of the Beasts of Prey. An Expedition, whose original destination is wisely kept a profound secret, is on the eve of taking place: and if we may judge from the truly formidable and unusual manner in which the preparations for it are carried on, the Country will have reason to be satisfied with the event. The Usurper NAPOLEON has reached the summit of his ambition; but he seems to feel his Imperial Crown as uneasy as his predecessor MACBETH. The threatened Invasion of ENGLAND will probably end in its ultimate security and prosperity; and as in that case we shall in some measure owe these blessings to the wily Corsican, we would suggest the following, as a proper Motto to his Diadem; a translation of it occurs in a SACRED BOOK, which his obsequious Slave the POPE seems to have forgotten:

MENE, MENE, TEKEL, UPHARSIN.

BELSHAZZAR, the King, says DANIEL, made a great Feast; and in the same hour came forth the fingers of a man's hand, and wrote the above words upon the wall of the King's Palace.

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From Original Designs.

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Engraved by Ridley from an Original Miniature.

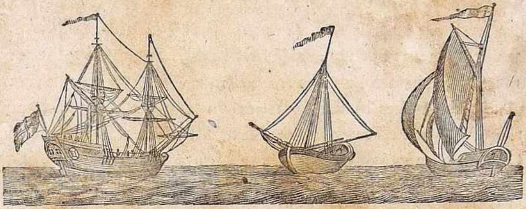
SIR ISAAC COFFIN BART.

Rear Admiral of the White Squadron.

Pub. by I. Gold, Shoe Lane, 1 August 1804.

THE

NAVAL CHRONICLE.



We present the above Engraving as a curiosity to our Subscribers, as it is copied from a Drawing we much prize, made by Mr. Pocock, in the Year 1770.

BIOGRAPHICAL MEMOIR OF

SIR ISAAC COFFIN, Bart.

REAR-ADMIRAL OF THE WHITE SQUADRON.

Genius of Albion! still 'tis thine
To wield the sceptre of the main;
Ev'n though the embattled world combine
To wrest it, the attempt proves vain.

Anon.

TO withdraw the obscurity, which too frequently envelopes the professional lives of our Naval Officers, and thereby to narrate the meritorious exertions of bravery and fortitude, is a task of some labour, and entitled to commendation.

Rear-Admiral Sir Isaac Coffin, Bart. to whose services our attention is now directed, is an American by birth; and, from the ardour with which the spirit of liberty was cherished in that part of the world, he early imbibed a love for our Country and her glorious Constitution: born of British parents, and in the territories of his Britannic Majesty, he has every requisite claim to the honourable appellation of Briton.

Mr. Isaac Coffin was born at Boston, in North-America, in the year 1760; and, having first been brought forward by the friendship of Lieutenant Hunter, of Greenwich Hospital, he entered, as early as May, 1773, into his Majesty's service, under the patronage of Rear-Admiral John Montagu. His first cruize was in the Gaspée brig; and, after passing the summer in that vessel, he went from Rhode Island to Boston; completed his studies in mathematics on board the Captain, and then was turned over to the King's Fisher, commanded by Captain (now Admiral) George Montagu. From the King's Fisher Mr. Coffin passed into the Fowey; and, from that Ship, on her return from Virginia where she remained two years, cruizing in Boston Bay, during the winter of 1776, he went from Halifax to Newfoundland, to join Admiral Montagu in the Romney. After this, Mr. Coffin was, for a short time, in the Diligent Brig, with Lieutenant (now Admiral) Dod.

At the expiration of two years, our Officer was, in July, 1778, promoted to the rank of Lieutenant, and appointed to the Placentia Cutter, at St. John's, where he wintered. In the Spring following, on the arrival of the Sybil, Captain (now Sir Thomas) Paisley, he embarked as a Volunteer; and, when Admiral Edwards came out, he was appointed by that Officer to the command of *le Pinson* armed Ship, then lying at Chateau Bay, on the coast of Labrador. In this Ship, owing to the negligence of the Master who had charge of her, Lieutenant Coffin was cast away. Immediately after this accident, he returned to St. John's, where he was tried by a Court Martial, and honourably acquitted; his conduct being considered that of an Officer and Seaman, wholly free from blame.

Mr. Coffin now came to England, and, in November, 1779, was appointed Second Lieutenant of the Adamant, then about to be launched at Liverpool. In the preparations for getting this Ship ready for sea, Lieutenant Coffin encountered several accidents; but, at length, in June, 1780, the Adamant sailed for Plymouth under jury masts; and in

the month of August following, she was ordered with a convoy to New York. On her passage they luckily escaped the combined fleets, by falling in with a Dutchman who had left them the day before.

In the winter of 1780 Lieutenant Coffin was removed into the London, of 98 guns, the Flag-Ship of Rear-Admiral Graves, then second in command on the North America station: and immediately from the London, our Officer was removed into the Royal Oak, under Vice-Admiral Arbuthnot, Commander in Chief.

In March, 1781, Vice-Admiral Arbuthnot's Squadron sailed in quest of the French fleet, under the command of M. de Ternay, which had got out of Rhode Island two days before. On the 16th of the month, about fourteen leagues from Cape Henry, they were descried; and at two, P. M. a partial engagement commenced, the brunt of which fell chiefly on the Robust, Europe, and Ardent, until the rest of the van and centre could come up to their assistance. The action then became more general, and continued till three o'clock, when the enemy bore up and ran to leeward. The very crippled condition of our three van Ships prevented Admiral Arbuthnot from pursuing the enemy; and, on the following day, our squadron anchored in Lynn Haven Bay, to repair the damages which it had sustained. The Royal Oak had only three men wounded; but the total loss sustained by the English was thirty killed and seventy-three wounded.

Lieutenant Coffin was Signal Officer on this occasion; and, as it may be considered his first essay, his disappointment at witnessing the escape of the enemy must have been acutely felt. In the gay days of youth, in the "hey-day of the blood," when all is feverish expectation—when the heart glows with the anticipations of Victory—a reverse of fortune falls more heavily than at a later period of life. The youthful mind, however, is not subdued by Hope prolonged; it looks forward with confidence to a more distant period, and is

buoyed up by a Dream, which some Officers are so happy as to realize.

We should have remarked, that the Royal Oak, in passing from the North to the East River, on her return to New York, ran aground, and received so much damage, that she was obliged to go to Halifax, to be hove down, attended by the Medea, Captain Duncan.

Admiral Arbuthnot sailed for England. The Royal Oak having received the requisite repairs, she was returning to New York, when, in July, she fell in with Admiral Graves, on whom had devolved the command of the fleet.

Finding that he was made Master and Commander, our Officer offered his services to Admiral Graves, and served as a volunteer until the fleet arrived at New York, where he took the command of the Avenger Sloop. Captain Coffin immediately manned this vessel, and proceeding up the North River, remained some months at the advanced post; and, in January, 1782, exchanged with Captain Alexander Cochrane, in the Pachahunter Sloop.

Captain Coffin left New York in the Prince William, and arrived at Barbadoes, where he found Sir Samuel (now Lord) Hood about to depart for St. Kitt's in quest of the French fleet. Captain Coffin was received on board the Barfleur as a volunteer, and assisted in doing the duty of the Ship and Fleet with Captain Alexander Hood.—The English Fleet shortly after sailed, with the spirited view of attacking the Fleet of de Grasse at anchor. This event afforded Captain Coffin an opportunity of participating in some splendid service. The details of this extraordinary and glorious achievement are very fully given in our Memoir of Lord Hood; but, for the requisite connexion of the present narrative, we shall take the liberty of quoting a concise account of the proceedings, as given in SCHOMBERG's *Naval Chronology*. The writer of that useful work says:—

Rear-Admiral Sir Samuel Hood remained in Carlisle Bay, Barbadoes, with his Fleet moored in order of battle, in daily expectation

of a visit from the French, whom he learnt had sailed from Martinique in great force for the attack of that island. On the 14th of January the Admiral received intelligence, that the Comte de Grasse, after beating to windward for some days, without being able to gain ground, from the strength of the winds, had relinquished his plan, and bore away for St. Christopher's. On his arrival at that island, the Marquis of Boullie landed with 8000 troops, and took possession of the greater part of the island. General Fraser, with his small army of 600 men, were obliged to retire into the fort of Brimstone Hill. Sir Samuel Hood, notwithstanding the superiority of the enemy, resolved, by a sudden and unusual bold stroke, to sail and attack the enemy's fleet at anchor. For this purpose he put to sea from Carlisle Bay, with 22 Sail of the Line, and proceeded to Antigua, where he took on board some provisions, with the 28th, and two companies of the 13th regiment of foot, under the command of General Prescot. On the evening of the 23d, the Rear-Admiral sailed from St. John's Road, and stood under an easy sail for Basse Terre, preceded by the Convert and Lizard Frigates. At the break of day the signal was made to form the line of battle, for the purpose of bearing down the more effectually to attack the enemy, who were at anchor in the Road. Unfortunately the Alfred ran foul of the Nymph Frigate in the night, and received so much damage, that it became necessary for the fleet to lye by the whole day to repair it. The Nymph was in a much worse condition, being almost cut in two: she was ordered to return to Antigua. The advanced Frigates chased and captured the Espion, a large French Cutter, laden with shells and ordnance stores for the besieging army. The delay occasioned by the above accident gave the French Admiral timely notice of the approach of the British Fleet. The Comte de Grasse instantly got under weigh and stood to sea, thinking thereby to secure all the advantages which his superiority in numbers would give him.

At day-light on the 25th, the enemy's fleet was observed about three leagues to leeward, formed in order of battle, consisting of twenty-nine sail of the line. Sir Samuel Hood instantly perceived the great advantages to be derived from this movement, and carried on every appearance of an immediate and determined attack, which drove the enemy further to leeward, and at a greater distance from the shore. By this excellent and well-judged manœuvre, the British Admiral pushed for Basse Terre, and in the evening anchored his Fleet in line of battle a-head in Frigate Bay. The Comte de Grasse, disappointed in his object, and apprehensive that all communication might be cut off from the army, made a most furious attack upon the rear of the British Fleet, commanded by Commodore Affleck; but

that gallant Officer made so noble a defence, and was so ably supported by his seconds, the Honourable Captain Cornwallis, in the Canada, and Lord Robert Manners, in the Resolution, who kept up an incessant fire, covering the other Ships of the division while they brought up in their stations; particularly the Prudent, whose wheel was shot away, and the rudder choaked by a shot which had lodged between it and the stern-post. The enemy finding they could not make any impression on the resolute firmness of the British Commanders, bore up and stood to sea. The Solebay Frigate, of 28 guns, Captain Charles Holmes Everett, being closely pursued by a French Ship of the line, ran a-shore on Nevis Point. The French Admiral ordered two Frigates in to attack her, upon which Captain Everett retired with his crew a-shore and set fire to the Ship; she soon after blew up.

The next morning at eight o'clock the French Fleet stood in, as if determined to force the British line, which they attacked with great violence from van to rear, without making the least visible impression on it; they then wore and stood to sea. Sir Samuel Hood, having observed that the rear of his Fleet was too much exposed, took this opportunity to change their position, and directed the seven Ships in his rear to extend themselves in a line towards the town of Basse Terre, forming an obtuse angle, by which means no one part of the Fleet could suffer a partial attack. The Comte de Grasse, not yet discouraged, renewed the engagement in the afternoon, directing his attack principally against the centre and rear divisions: he was again repulsed, and suffered more material damage than in the preceding battle. The Ville de Paris was seen the next morning upon a heel for several hours, repairing and plugging up the shot holes which she had received between wind and water. The loss on board the French Ships must have been considerable; it is said above one thousand wounded men were sent to St. Eustatius. The British had seventy-two men killed, and two hundred and forty-four wounded.

Captain Coffin returned to Antigua, to join his Sloop, in the Fortunée, Captain Christian, in company with a Frigate, commanded by Captain (now Sir Henry) Hervey. On their passage, they fell in with the French Ship Triomphant, and the Braave Frigate: the Braave exchanged Broadsides in passing, but our Ships got safely into St. John's Road.

Shortly after the memorable action of the 12th of April, Captain Coffin went with part of the crew of the Santa

Ammonica, which had been lost off Tortola, to Jamaica; where, through the influence of his friend, Lord Hood, he was appointed, by Admiral Rodney, Post-Captain of the Shrewsbury, a seventy-four gun Ship. Very soon after this, however, he met with one of those circumstances, which, if they are not to be classed with the misfortunes of a professional life, must at least be reckoned amongst its attendant vexations. Captain Coffin having solicited Admiral Rodney to give three young men an order to pass, who had been improperly appointed, that Officer thought proper to bring him to a Court Martial for the offence. The Court decided, that the appointment by commission was irregular, and contrary to the established mode of service; but acquitted Captain Coffin of disobedience and contempt.

In December, 1782, our Officer exchanged with Captain Hotchley, of the Hydra, and sailed for England, in company with the Ardent: he arrived, after a tempestuous passage of nine weeks; the Ardent was obliged to bear up for Antigua.

Early in 1783 a general Peace having taken place between Great Britain, France, Spain, and America, Captain Coffin was paid off. He then went to France, for the purpose of acquiring the French language; and, after remaining some time in that country, returned to England.

The next command which our Officer enjoyed was in 1786, when he was appointed to the Thisbe Frigate, and directed to take Lord Dorchester and his family to Quebec. On the 9th of September he left Scilly; on the 10th of October following he got into the Gulf of St. Lawrence; and, on the 23d, he arrived at Quebec. At the latter place Captain Coffin staid but two days, and reached Halifax on the 9th of November. There he wintered; and, in the Spring of 1787, returned to Canada, where he remained about a twelvemonth.

In May, 1788, Captain Coffin again went to Halifax, being ordered to be tried by a Court Martial, for false

musters, in bearing two of Lord Dorchester's sons on the Ship's book, and for lending his Cook to Colonel Dundass, a Commissioner of American Claims *. The Court found the charge proved, though they had no Muster-book produced; "but it appearing to the Court," says Schomberg, "that it (the charge) was grounded chiefly on private pique and resentment against Captain Coffin, without any intention of defrauding his Majesty, which they were clearly of opinion took off a great part of the crime of false muster, it sentenced him only to be dismissed from the command of the Thisbe. Upon the arrival of Captain Coffin in England," proceeds Schomberg, "and the sentence of the Court Martial being made known to the Board of Admiralty, it was so highly disapproved of by Earl Howe, the then First Lord, from its not being agreeable to the spirit of the 31st article of war, which says, 'Every Officer, or other person in the Fleet, who shall knowingly make or sign a false muster, or muster book, &c. upon proof of any such offence being made before a Court Martial, shall be cashiered, and rendered incapable of further employment in his Majesty's naval service.' The Board of Admiralty accordingly took upon them to give an order to strike Captain Coffin's name off the list of Post Captains."

In despair at this harsh, and, as he conceived, unmerited treatment, our Officer went over to Flanders, and entered into the service of the Brabant Patriots.

The proceeding which had been adopted against Captain Coffin was, however, considered extremely arbitrary, and his case was laid before his Majesty, who was most graciously pleased, with the consent of his Privy Council, to direct the Twelve Judges to give their opinion,—*Whether the Admiralty have a power of setting aside the judgment of a Court Martial?*

---

* The Court Martial, which was holden on board his Majesty's Ship Dido, was composed of the following Members:—Captain Charles Sandys, President; Sir James Barclay, Bart.; Samuel Hood, Esq.; Paul Minchin, Esq.; and Edward Buller, Esq.

After due deliberation on this interesting point, the following was given in as the opinion of the Judges :—

TO THE KING'S MOST EXCELLENT MAJESTY.

May it please Your Majesty,

IN obedience to the order of your Majesty in Council, we have taken into our consideration the charge exhibited against Isaac Coffin, Esq. the sentence of the Court-Martial, and also the resolution of the Board of Admiralty thereupon.

And we are of opinion that the said sentence is not legal; and that the punishment directed to be inflicted by an Act of the 22d of the Reign of his late Majesty King George the Second, Cap. 33, upon persons convicted of the offence specified in the 31st Article of War, established by the said Act, cannot be inflicted, or judgment thereupon be pronounced, or supplied by any other authority than that of the Court Martial which tried the offender.

(Signed)

KENYON.	LOUGHBOROUGH.
EYRE.	BULLER.
GOULD.	ASHURST.
HOTHAM.	WILSON.
GROSE.	THOMPSON.

Captain Coffin was of course reinstated in his rank as Post Captain in the Navy. At the period when the joyful news of his restoration reached him, he was preparing to march to the Brabant Patriot's Head Quarters, as a Captain of Artillery. On finding, however, that the sentence of the Court Martial and the act of the Admiralty against him had been found illegal, he returned to England, where his arrears of pay were made up; and, at the Spanish Armament in 1790, he was appointed to the Alligator, of twenty-eight guns.

At this period, while lying at the Nore, the wind blowing strong, a man fell overboard: Captain Coffin, impelled by a generous and disinterested spirit of humanity, leaped in after him, and preserved him from the watery grave, which otherwise would have received him. The man was nearly drowned, the Surgeon experiencing the greatest difficulty in restoring him. Our Officer's humanity on this occasion,

however, cost him dearly, as the exertion caused a severe rupture.

From the Nore Captain Coffin went to Spithead, and thence to Ceuta, where he had Admiral Cosby's Flag on board; and, when the Fame arrived, his Ship was ordered to cruize off the Western part of Ireland, to intercept the men coming home from Newfoundland.

In the month of October, however, a Convention was signed at the Escurial, between their Britannic and Catholic Majesties, wherein it was agreed, that the British subjects should be re-established in the possession of their lands, buildings, vessels, merchandise, and other property which the Spaniards had dispossessed them of at Nootka Sound, and other ports on the coast of North-west America, or a just compensation made to them for the losses which they might have sustained. In consequence of this agreement, the armaments were discontinued, and several Ships of war were ordered to be paid off.

In the Spring following (1791) Captain Coffin sailed in the Alligator for Halifax, where he arrived on the 14th of April. From Halifax Captain Coffin went to Quebec, where he received Lord Dorchester and his family on board, and thence returned to England. In the month of September he arrived at Spithead.

Shortly after this, the Alligator was ordered up the river and paid off at Deptford.

During the peace, our Officer, anxious to acquire information, and, as an agreeable relaxation after the fatigues of the service, embraced the opportunity of visiting the countries of Sweden, Denmark, and Russia.

In 1793, at the commencement of the late war, Captain Coffin was appointed to the Melampus Frigate, of thirty-six guns, and received instructions to proceed to Quebec with Lord Dorchester. Another arrangement, however, took place, and he was ordered back to Plymouth, where his men were turned over into the Severn, and he was left to get the Melampus re-manned, in the best manner that his

judgment might suggest. With only twelve seamen and a hundred and twenty landmen, the Melampus proceeded to Liverpool, where, in the course of three weeks, Captain Coffin obtained as complete a Ship's company as ever sailed.

Our Commander returned to Plymouth, whence he conveyed eighty Officers and a quantity of artillery to Guernsey, for the purpose of joining the expedition under the command of Lord Moira, to which the Melampus was for some time attached.

On Captain Coffin's return to Spithead, he was ordered to Plymouth, with the Active, Captain Nagle, under his command, to join Sir James Wallace. They soon left Spithead; and, in their way down Channel, fell in with a Squadron of five French Frigates, a Corvette, and a Cutter. The English Frigates, however, out-manœuvered them, and escaped.

The Melampus shortly after proceeded to cruize in the chops of the Channel, in company with the Monarch and Active; when, one night, by exerting himself too violently, Captain Coffin became ruptured on both sides, which obliged him to quit his Ship, and, for four months, he remained literally a cripple.

On his recovery, in the Spring of 1795, Captain Coffin went to Leith, in Scotland, on the regulating service; and, in the month of October, he sailed for Corsica, as one of his Majesty's Commissioners of the Royal Navy. While on this station, he went, on naval business, to Naples, Florence, and Leghorn; and, when Corsica was evacuated *, he sailed for Porto Ferrajo, the Island of Elba, and thence to

* The restless and turbulent spirit of the Corsicans, had, for some time, manifested a disposition to shake off their new allegiance. For this purpose, they found means to co-operate with the French who were on the island; and soon became so formidable, that Sir Gilbert Elliot, the Viceroy, found it necessary to intimate to them, that he should withdraw the British forces, and leave them to their former masters. Accordingly, on the 15th of October, 1796, the British evacuated the island.

Lisbon, where he was for two years actively employed in the service of the Fleet.

When the island of Minorca fell into our possession *; it was considered by the Naval Administration, that the services of Captain Coffin might be found important; and accordingly, on a proposal from Earl St. Vincent, that Gentleman proceeded to Mahon, where he remained for some months, when he was recalled for the purpose of being sent to Halifax, in Nova Scotia. Having remained there during the Winter, Captain Coffin returned home, and took charge of the King's yard at Sheerness.

After fulfilling the arduous, but far from brilliant, duties of a Commissioner, at that place, for four years, our Officer was promoted, on the 23d of April last, to the rank which he now holds;—that of Rear-Admiral of the White Squadron. Subsequently to this, he was appointed Second in Command at Portsmouth, where he now remains.

As a farther mark of his Sovereign's favour, and for his unremitting zeal and persevering efforts for the good of his Majesty's Navy, Rear-Admiral Coffin was, on the 19th of May, advanced to the dignity of a Baronet of the United Kingdom of Great Britain and Ireland.

We have thus far presented our readers with a faithful outline of all the material transactions which have occurred in the professional life of our Officer; but this, we trust, will not be considered as a final notice respecting him; for, having escaped from the obscure situation of a Commissioner of the Navy, he is now in the road to acquire fresh laurels, which, as the friends of merit, we shall ever feel happy in cherishing. In recording the future actions of Sir Isaac Coffin, we indulge the pleasing hope of being enabled to add new lustre to our Country's fame!

* This event took place on the 15th of November, 1798.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

Mons. Maillet, in his TELLIAMED, *which was translated and published in 8vo. by Osborne,* 1750, *among his curious and singular Remarks respecting the Diminution of the Sea, and the Formation of the Earth, has the following:*—

FULGOSE, an Italian author, relates, that in 1460, there was found in the canton of Berne, in a place where Miners were working, and a hundred fathoms deep, a whole Ship, almost like those then used: and in this Ship, in which the marks of the Sails, Cordage, and Anchors were still observable, were the bodies or bones of forty persons. This Ship, which then made a great noise in Switzerland, and even in the whole Christian World, was seen by an incredible number of witnesses. Bertazzalo also relates, that in laying the foundation of the Sluice of Governola, in the territories of Mantua, in digging the earth, several pieces of Ships, and a large quantity of sea rushes and herbs were found.

It is very common for those who travel through the sandy deserts of Lybia and Africa, to find, in digging wells, small pieces of petrified Ships, which were no doubt wrecked when the sea covered these parts. They also find there a great many pieces of petrified wood, which are probably the wrecks of some other similar Ships. About a day and a half, or at most two days' journey to the westward of Cairo, there is, in the middle of a desert of sand, a pretty long valley, bounded and interspersed with rocks, and at present partly filled with sand: this place is by the Arabs called *Bakar Balaama*, that is, *without water*, because the plain is dried up. In it are found a great many Barks and Ships, which had been formerly wrecked, and are now petrified: we there find masts and yards, many of which are entire.

METHOD OF OBTAINING THE LONGITUDE.

M[illegible] EZEKIEL WALKER recommends, as the best method of obtaining the Longitude at sea, that five or six time-keepers be taken in the [illegible] Ship, and that the longitude be computed by each separated, and the means of their results taken, which, even at the end of three or four months, will be found exceedingly near the truth.

I

MINIATURE PUNCH BOWL.

ON the 25th of October, 1694, a bowl of punch was made at the Right Honourable Edward Russel's, when he was Captain-General and Commander in Chief of his Majesty's Forces in the Mediterranean Seas. It was made in a fountain in a garden, in the middle of four walks, all covered over-head with lemon and orange trees; and in every walk was a table the whole length of it, covered with cold collations, &c. In the said fountain were the following ingredients, viz. four hogsheads of brandy, 8 hogsheads of water, 25,000 lemons, 20 gallons of lime juice, 1300 weight of fine white Lisbon sugar, 5 pounds of grated nutmegs, 300 toasted biscuits, and last, a pipe of dry mountain Malaga. Over the fountain was a large canopy, built to keep off the rain; and there was built on purpose a little boat, wherein was a boy belonging to the Fleet, who rowed round the fountain, and filled the cups to the company; and in all probability, more than 6000 men drank thereof.

ANECDOTE OF THE LATE EARL HOWE.

WHEN Lord Howe commanded on the American station, it was a regulation in the Fleet for the Marine Officers to keep watch with the Lieutenants of the Navy. His Lordship once remarking at his table, that Pursers, Surgeons, and even Chaplains, might occasionally be employed on that duty; a son of the Church who was present opposed the doctrine: "What," cries his Lordship, "cannot ye watch as well as pray?"

ANECDOTE OF ADMIRAL HARDY.

IN the reign of Queen Anne, Captain Hardy, whose Ship was stationed at Lagos Bay, happened to receive undoubted intelligence of the arrival of the Spanish Galeons, under the convoy of seventeen Men of War, in the harbour of Vigo, and without any warrant for so doing set sail and came up with Sir George Rooke, who was then Admiral and Commander in Chief in the Mediterranean, and gave him such intelligence as induced him to make the best of his way to Vigo, where all the before-mentioned Galeons and Men of War were either taken or destroyed. Sir George was sensible of the importance of the advice and the successful expedition of the Captain: but after the fight was over, the victory obtained, and the proper advantages made of it, the Admiral ordered Captain Hardy on board, and with a

stern countenance said, "You have done, Sir, a very important piece of service to the throne: you have added to the honour and riches of your country by your diligence; but don't you know, that you are liable at this instant to be shot for quitting your station?"—"He is unworthy of bearing a commission under her Majesty," replied the Captain, "who holds his life as aught, when the glory and interest of his Queen and Country require him to hazard it!" On this heroic answer, he was dispatched home with the first news of the victory, and letters of recommendation to the Queen, who instantly knighted him, and afterwards made him a Rear-Admiral.

The following curious Report was made by the General of Brigade, Prefect of the Department of Morbihan, to the Grand Judge, respecting CAPTAIN WRIGHT, *of the Royal Navy.*

Citizen Grand Judge, *Vannes, May* 15, 1804.

AN English Corvette was taken a few days ago by our Gun-boats, at the entrance of the Morbihan; and having yesterday learned that the Officers and crew of this vessel had reached Vannes, on their way to Epinal, I had an interview with the Captain, with the intention of obtaining, *by artifice*, some admission, or accounts, relative to the Traitors who might be aiding him on the coast; or of the accomplices in the conspiracy, who might have secreted themselves aboard his Vessel, to escape, as I suspected, to England. I soon discovered this Captain to be a person of some importance: he is a Mr. Wright, who landed *Georges*, *Pichegru*, and their accomplices, on the coast of Dieppe. I knew him well in Egypt, where he was the Lieutenant of *Sir Sydney Smith*, and charged by that Commodore with all his negociations with the French Army. I thought he might make some useful discoveries, or at least might acquit himself, by avowing that it was by order of his Government, that he disembarked on our coast that band of assassins; and might thus furnish a new and authentic proof of the participation of the *British Cabinet* in this atrocity. I have, therefore, sent him off by the Diligence, and under the escort of the *Gens d'Armerie*; recommending you, however, to pay him the respect due to a prisoner of war. Mr. Wright is the same person who, some years since, escaped from the Temple with Sir Sydney Smith; he is very reserved and *cunning*; a fanatical enemy of the French; vain enough to consider himself destined to play a considerable part; and so insolent as to believe that his situation secures him from danger. But as this may fail, if he is placed in the alternative, of throwing the blame of his mission upon his Government, or of passing for an os-

tensible Conspirator, and so liable to justice; I thought proper to state my own opinion on this subject. He will set off this evening in the Diligence from Rennes, and will arrive at Paris almost as soon as my letter: he is accompanied by a very young Nephew, and his domestic, whom I did not think proper to separate from him.

Although I wished to conceal from him the motive of *the extraordinary measure adop'ed towards him*, he was not to be duped; and I have reason to believe, from my conversation with him, that he had studied his part; and is determined to remain silent, on the principle, that he ought only to render an account of his military operations to his own Government. Nevertheless, whatever measures you may take respecting him, I thought, at all events, it would be of importance to send you a man, who has acted so conspicuously in the frightful Conspiracy which has struck all France with alarm; and which Providence, always propitious, seems to have thrown (as a new example of its benevolence towards Buonaparté) on the coast of Morbihan; where his well-armed Ship was destined to be taken by simple Gun-boats, and himself to be discovered amidst a crowd of Prisoners, amongst whom, in any other part than here, he might have remained undiscovered. I hope, Citizen Minister, you will approve of the measure I have taken.

I have the honour to salute you.

JULIEM.

SPANISH FRIENDSHIP.

Account of the Capture of the Ship Miantinomo, in the Port of Conception, South America, written by HENRY PERKINS, *one of the Officers of the said Ship.*

HAVING completed the sealing business on the island of Massasure, and taken all our skins on board by the 28th of September, 1801, we left the above island for the port of Conception, where we arrived on the 25th instant, for the purpose of supplying the Ship with provisions, and refitting her for the N. W. coast. Soon after coming to anchor, the boat was hoisted out and manned, for the purpose of carrying Captain Swaine on shore. On his landing on the beach, he was met by some of the Spanish Officers, and ordered on board, with which order he complied. On the morning of the 26th, a Spanish boat came off, and informed the Captain he had liberty to go on shore: the boat was then manned; but no sooner had he landed, than he and his boat's crew were taken by a guard of soldiers and conducted to prison; the rawl was then taken by the soldiers and carried to the fort:

at the same time they sent off a large boat full of soldiers and took possession of the Ship: the Officer who commanded this detachment, on his coming on board, ordered all the sails to be unbent, and the cannon to be dismounted and sent on shore. In this situation we remained on board, prisoners, as the Captain and crew were on shore for the space of a month; at the expiration of that time the Spaniards came off to search the Ship: they began with sending all our skins on shore; after which they overhauled all our goods, which were intended for the N. W. trade, and sent them on shore: after they had got through with this, they plundered our chests and trunks of all our books, papers, sea instruments, charts, and several articles of our cloathing; none of which they ever returned. After they had taken away every thing from us, they sent us ashore up to city of Conception, where we were confined in prison until the 19th of February; we were then ordered down to the port, for the purpose of sending us to Valpariso. On the 20th of February, 1802, the Captain, with part of the Officers, were sent on board the Jupiter, a Spanish Frigate; the remainder were sent on board the Miantinomo, which was manned by the Spaniards, and the First Lieutenant of the Jupiter, as Prize-Master. The same afternoon we got under weigh, and left this port for Valpariso, where we arrived on the 24th instant; we were then taken out of the Ship, and sent to the Castle of St. Joseph. After we had been here confined for about two months, we were told by the Commandant of the port that we had liberty to leave the country. While we remained in the port, we saw the American flag on board the Miantinomo hoisted union down under the Spanish colours. On the 2d of May we left the port of Valpariso for Lima, where we arrived on the 23d of the same month. Here we remained until the 31st of July, 1802; at which time there being two American whalemen about to leave the coast for Bristol, Captain Swaine and two Officers took passage in one of them for that port.

The place where Captain Swaine was kept confined in Conception, was a small room built of mud and clay, with one small window in it with iron grates; he was never allowed to walk out to take the air, a thing so necessary in this warm climate, especially to men worn down with fatigue and misfortunes. The consequence might have been fatal to some of us had we remained in confinement much longer. The crew of the Ship were treated much worse, being thrown into prison with a number of convicts and murderers, and not allowed to come out. In this prison they had to cook, &c; and thought themselves fortunate if they passed the day without being beaten by the soldiers with their drawn cutlasses.

We were taken out of the Ship, robbed, plundered, and put into

prison, set at liberty, and ordered to leave the country, without ever finding out what we had done to cause them to treat us in this manner. In vain did we try to find out the cause. Perhaps many will say, that we are smugglers, and that they had cause to take us: to such it may be answered, that there was not one article sold out of the Ship; all that we had on board was for the N. W. trade, and there we were bound as soon as we had got a supply of provisions.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AT a period when the Russians, under the auspices of the Emperor Alexander, seem actuated by an enterprizing and laudable spirit of discovery, it may perhaps be gratifying to some of your readers to meet with a brief sketch of their maritime progress in exploring distant regions.

The history of Russia, in its earlier stages, is involved in much obscurity: it was not until the year 1554 that any English vessel is known to have touched upon the Russian coast; and, previously to the reign of Peter the Great, the real founder of the empire, that extensive country makes but an indifferent figure in the annals of commerce and navigation. Since that period, however, the Russians have not been by any means deficient in nautical exertion. It is remarkable, that at the very time when the English and French discovered islands in the South Seas, which till then were totally unknown to all the rest of the world, namely, in the years 1764, 65, 66, and 67, the Russians discovered new lands in the utmost limits of the North, and found a cluster of inhabited islands, unknown to them and to the whole world.

Does it not seem, that at certain periods a spirit of discovery arises, which excites universal emulation in different parts of the globe?—We are naturally led into this train of thinking when we consider, that formerly, when the new hemisphere of America was discovered by the Spaniards, the Portuguese and Dutch began, at the same time, to think of navigating from Europe to the East Indies. It is equally remarkable, that the art of making gunpowder was discovered in Germany, on the Danube, just at the time when the art of printing was found out on the Rhine, and when literature and the polite arts were revived in Italy, after they had lain dormant for so many centuries.

About, or soon after the time above mentioned, the Czar Iwan Wasiljewitsch II laid the foundation for the discovery of those new islands, which are so many in number, that they have since been appropriately termed, *The New Archipelago*. After he had made himself master of all Siberia, he wished to be acquainted with the frontiers of that country to the North and East, and with the inhabitants of those parts. For that purpose he sent several *Prikastschicke*, or Commissaries, to the different frontiers, who, on their return, after his death, during the reign of his son and successor, the Czar Feodor Iwanowitsch, brought the first account that Siberia was bounded by the frozen Sea to the North, and by the ocean to the East.

The celebrated Counsellor Miller, in his *Account of the Discoveries made by the Russians*, has shewn that, from the records of a town in Siberia, it appears, that an important attempt to penetrate into the Frozen Sea, had already been made in the course of this expedition, which had sailed along the coast towards the north-east; and that one of the smallest vessels of these navigators had got safe round the farthest promontory of Tshukotskoi-Noss, into the sea of Kamtschatka, commonly called the Pacific Sea, and had landed in Lower Kamtschatka.

The farther prosecution of this discovery was prevented by the troubles in Russia, under the usurpation of the powerful Czar Boris Godunoff, and the succeeding false Demetrians: they even obliterated the very memory of this transaction for many years.

Peter the Great first resumed this important inquiry. He sent out several Sea Officers, from the mouths of the rivers Lena, Indigirka, and Kolyma. Some were ordered to coast along the north-east, and north of Siberia, and to try whether they could get round the promontories of Swetoi-Noss, Talatschoi-Noss, or Tschukotskoi-Noss, into the Pacific Ocean; some others to undertake, in an opposite direction to the former, the navigation from Kamtschatka towards the north-west, and to examine the sea in those parts, and observe what lands or islands they could discover. Amongst the latter was Captain Behring; who, soon after the death of Peter the Great, in the year 1728, got into the bay of Anadirsk, in the 66th degree of northern latitude, came back safe to Kamtschatka, and returned to St. Petersburgh in 1730, in the reign of the Empress Anne; where he gave the Court a circumstantial account of his expedition.

Scarcely a year before his return to St. Petersburgh, the Russians knew so little of those lands and islands, that, from an account annexed to the Supplement to the Petersburgh Geographical Almanack for the year 1729, it was impossible to make out, whether Kamtschatka was

an island or a peninsula; or whether it were not the country called Jedso.

The Court, after having received such important information from Captain Behring, immediately came to a resolution to appoint an expedition, purposely to examine farther into the state and situation of Kamtschatka, and the neighbouring sea, called the Sea of Kamtschatka, or the Pacific Ocean; together with the lands and islands lying beyond it, to the east, the south, and the north. This expedition was sent out from St. Petersburgh in the Summer of 1734, and was called the Kamtschatka Expedition.*

A full account of this expedition is to be met with in the excellent Collection of Russian Transactions, published in 1758, by Mr. Miller. In the third volume, which treats of voyages, &c. the author informs us how far the Russians had carried their discoveries into the Pacific Ocean, to the north, the east, and the south. He relates, that Behring discovered several islands to the north-east; and one in particular, on which he was shipwrecked, died, and was buried by his fellow travellers, who gave it the name of *Behring's Island*. He farther tells us, that Captain Tschirikoff sailed eastward to the American coasts, and found a shorter cut from Kamtschatka to America than could ever have been imagined: and that Captain Spangenberg, who had been sent to the south-east, discovered a multitude of islands, called the Kurili Islands; and, beyond these, some large ones, inhabited by Japanese, which are in fact the outskirts of Japan.

This important expedition, in which the Academy of Sciences at St. Petersburgh had engaged a Professor of Astronomy, M. de Lisle de la Croyere, with an Assistant, named Krasilnikoff; a Professor of History, the celebrated Mr. Miller, and his Assistant, Mr. Fischer, who was afterwards Professor for the collecting of Facts from the Records of Siberia, and the Description of Nations; and a Professor of Natural History and Botany, Mr. Gmelin, with two Assistants, Krascheninnikoff and Steller, some draughtsmen, &c. ended soon after the accession of the Empress Elizabeth. Most of the persons who had been out upon this expedition returned, one after another, in 1743 and the following year; but the maps which they had drawn up were first engraven under the direction of the Academy of St. Petersburgh in 1758, by order of the Grand Duchess, afterwards the Empress Catherine II.

The Russian Government being now sufficiently informed of the nature and situation of those seas, lands, islands, and people, the matter rested there.

Catherine II, when she came to the crown, invited some Russian

Merchants to extend their trade to these distant regions, offering them her protection, and the assistance of the Governors and Commanders in the different parts of Siberia; and, in the first years of her reign, she was rewarded for her zeal, by the discovery of some new islands, opposite to the gulf of Olutora *, which afforded choice furs of black foxes and beavers.

To the immortal honour of Catherine II, the way to new discoveries was now opened afresh; but it required both resolution and perseverance to pursue it, to the emolument and glory of Russia; and to extend her trade in those seas, which lay at so great a distance, though contiguous to the Russian dominions. This resolution and perseverance, the Empress found means to excite and support, by instituting a commercial company, composed of Russian Merchants, to whom she granted special privileges, for the carrying on their trade and navigation in the new-discovered parts: she likewise honoured the twelve first members with a gold medal, struck for that purpose, which they were to wear hung to their necks by a blue ribbon, as a mark of her high favour.

Farther to promote this end, the Admiralty Office at Ochotskoi, on the sea of Pensinsk, or of Ochotskoi, had orders from her Majesty to assist this trading company of Kamtschatka, in the prosecution of their undertaking; to provide them with convoys; and to endeavour to procure all possible information relative to the islands and coasts which they intended to visit, to the north and north-east, beyond Kamtschatka. In the year 1764, they accordingly sailed, from the harbour of Ochotskoi, with some two-masted galliots, and single-masted vessels of Siberia, called Doschtschenik, a kind of covered barges, under a convoy from the aforesaid Admiralty Office, commanded by the Lieutenant, Mr. Syndo. They passed the sea of Ochotskoi; went round the southern cape of Kamtschatka, into the Pacific Ocean; steered along the eastern coast, keeping northward; and at last came to an anchor in the harbour of Peter Paul, and wintered in the Ostrog, or pallisadoed village, belonging to it. The next year they pursued their voyage farther northward; and in that and the following years, 1765 and 1766, by degrees discovered a whole Archipelago of islands of different sizes, which increased upon them the farther they went, between the 56th and 67th degrees of north latitude; and they returned safe in the year 1767. The reports which they made to the Government's Chancery at Irkutzk, and from

* This gulf, and the islands that were discovered over against it, derive their name from the river Olutora, which runs into this bay from the west.

thence sent to the Directory Senate, together with the maps and charts thereto annexed, make a considerable alteration in the regions of the sea of Anadir, and in the situation of the opposite coast of America, and give them quite a different appearance from that which they exhibited in the map that was engraven in the year 1758. This difference is apparent, by comparing it with the amended map, published in 1773, by the Academy of Sciences, and is still more visible in a very accurate little map of the new northern Archipelago, published in London in 1774.

This new cluster of islands was considered, by Professor Stæhlin, as being composed of three divisions; the first containing the islands discovered by Behring and Tschirikoff, in the sea of Kamtschatka, or Pacific Ocean, between the 50th and 56th degrees of north latitude; such as Behring's Island, Mednoi, St. Theodor, St. Abraham, St. Macarius, &c.; the second, comprehending the islands of Olutora, over against the gulf of that name, between the 56th and 60th degrees, together with the islands of Aleuta, which lie farther south-east, discovered by the Russian Trading Company, in the course of their navigation; the third, the islands of Anadir; *viz.* those discovered in the years 1765 and 1766, farther north and east, from the 60th to the 67th degrees of north latitude. Of these islands, those which are situated from the 50th to the 55th degree resemble the islands of Kurili, with regard to the weather, the productions of sea and land, beasts and fish; as also in the figure, appearance, clothing, food, way of life, and manners of the inhabitants; whereas those from the 55th to the 60th degree, which are the islands of Olutora and Aleuta, are, in all these particulars, very like Kamtschatka. Those of the third division have a different aspect, and are situated from the 60th to the 67th degree of north latitude. The former, which are like Kamtschatka, are full of mountains and volcanoes, have no woods, and but few plains. The more northern islands abound in woods and fields, and consequently in wild beasts. As to the savage natives, they are but one remove from brutes, being the very reverse of the friendly and hospitable people of Otaheite.

It is now obvious to all who are in the least conversant with the history of nations, that Russia is daily improving in civilization and the polite arts; and that, under the auspices of her present enlightened Emperor, there is every probability of her becoming one of the most enterprizing nations in Europe. The Russian voyage *, which

* Vide the NAVAL CHRONICLE, Vol. XI, p. 278.

is now in such successful progress, will doubtlessly tend to throw considerable light on nautical science, and must claim the attention of all who are friendly to the spirit of maritime discovery.

I am, Sir,

Yours, &c.

N.

Naval Reform.

FOURTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Continued from Vol. XI, page 464.]

WE were furnished with an instance of the payment of shares to Officers, before any notification of distribution, in the evidence of Mr. Aubin *. It there appears that the Requin was captured in 1795, and that the proceeds, amounting to one thousand five hun-

* *The Examination of John Aubin, Esq. taken upon Oath the 20th of April*, 1803.

Was you employed as prize-agent in the late war?—I was.

For what captures?—For the re-capture of the Perseverance by the Squadron under the command of Admiral Montagu, and for the Requin French Brig, captured by the Thalia, in company with the Fleet under Lord Howe's command.

What do you suppose was their value?—I think the Requin sold for about 1,500l. I do not recollect what was the amount of the salvage for the Perseverance Merchant Ship.

Has distribution taken place upon both of them?—The proceeds of the Perseverance have been distributed, the other has not.

Why has it not?—The Requin was taken by the Thalia in the presence of the Fleet, consisting of near fifty pendants. At the time of the capture, I was given to understand by many of the principal Officers in the Fleet, that they would give up their proportion of that Ship, as she was not worth dividing among so many; and as I was upon the point of giving the prize-money to the Thalia, I was prevented by several Officers of the Fleet, who had changed their minds, and said they did not like to establish such a precedent; by which time the Fleet was divided all over the world, and the Captains have not sent me any of their prize-lists, or powers of attorney; and it remains in my hands ready for distribution.

When was this capture made?—It was in February, 1795.

Could you not have obtained prize-lists at the Navy Office at a trifling Expense?—I wrote to Mr. Stranger, my agent, who told me they would not grant prize-lists, unless for Ships that were abroad.

dred pounds, except the shares of the Commander in Chief and the junior Admirals, which were paid without any previous notification of distribution, still remain undistributed, and not paid over to Greenwich Hospital. A material observation arises from this case. Mr. Aubin assigns, as a reason for not having made a general distribution, that he has not been able to obtain prize-lists, owing to the ships of the fleet entitled to share having been ordered on different stations, and the crews having been dispersed. Admitting this plea as an excuse for his not having distributed, it will hardly justify his withholding of the money from Greenwich Hospital; though, according to the strict letter of the law, the duty to pay over unclaimed

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Have you not been applied to by several of the captors to make a distribution?—I believe I have had a letter from Captain Bedford, signed by Sir Charles Pole, and two or three more Officers; to which I answered, that I would not have had any thing to do with it, had I known that it was not to be given up exclusively to the Thalia.

Have you given notice of distribution in the Gazette, as directed by the Prize Act?—No, I could not.

Have you not paid the Admirals their proportions of the proceeds of the prize?—I have.

State the Sums, and to whom paid?—Earl Howe, Lord Bridport, Sir Alan Gardner, Lord Graves, and other Admirals. The share of the junior Admirals was, I believe, eleven guineas. The share of the Commander in Chief was eighty.

Have you paid any of the Captains their shares?—Not one.

What has been your object in holding the money so long, without making distribution?—The cause of it was the want of prize lists, and the trouble attending the division of so small a sum among a large Fleet.

Why have you not paid it into Greenwich Hospital, as much more than three years have elapsed since you ought to have notified payment in the Gazette?—I understood unclaimed prize-money was not to be paid into Greenwich Hospital until three years after its being advertised.

Has an account of the sales been lodged in Doctors' Commons?—I suppose so; Mr. Stanger, my agent, managed the whole business for me.

Have you any other unclaimed shares of prize money in your hands?—No.

Where are the proceeds of the Requin lodged?—They are in my possession, and I am ready to deliver them up to any person, including the agency, who will undertake to distribute it to the Fleet, and will give him all the information in my power; and this I have repeatedly declared to such Officers of the Fleet as have made such claims, as I should be happy to have this unpleasant business off my mind. Or, if the Navy Board will direct prize-lists to be made out, and the powers of attorney can be dispensed with, I will use my best endeavours to bring it to a distribution.

J. AUBIN.

Ewan Law.
John Ford.
Henry Nicholls.

shares does not arise till three years after notification of distribution. We apprehend, that the Treasurer of the Hospital, under the particular circumstances of this case, might and would have received this prize-money at the end of three years from the condemnation of the capture; but, if we are mistaken in this, the law, limiting the period from notification of distribution, requires some alteration or addition. It cannot be admitted, in any case, that difficulties in proceeding to distribution should enable the agent to hold the money against the captors and the Hospital.

This irregularity in paying or advancing shares of prize-money before notification of distribution, and that not partially, but to the seamen as well as Officers, is farther instanced in the evidence of Mr. Brouncker *, according to whose account, it seems to be a general

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* *The Examination of John Brouncker, Esq. taken upon Oath the 27th of June,* 1803.

How long have you acted as prize-agent?—From the latter end of the year 1795.

What was your situation when you was first employed as prize-agent?—I was Secretary to Admiral Rainier.

For what number of King's Ships was you the agent?—I was joint-agent for the Suffolk, Centurion, Resistance, Orpheus, and Swift, for the capture of two Dutch Brigs, the Harlequin and Splinter; in all other cases I was only agent for the Admiral's proportion, joined with the house of Tulloh.

Where was you when so employed?—In the East Indies. I arrived there in April, 1794, and left it in October, 1801.

How are Ships, captured or detained, brought to adjudication there?—There was not any Vice-Admiralty or other Court that took cognizance of prize concerns in the East Indies; but we were obliged to send home the papers and instructions for condemnation in the Court here.

Was there any examination taken, upon standing interrogatories or otherwise, of the Officers and crews of vessels captured, previously to sending the papers home?—None that I know of, excepting in cases of neutral vessels detained.

How were the captured and detained vessels and cargoes disposed of, upon being brought in?—Vessels under enemy's colours, with their cargoes, were sold. I do not know what was done with neutral vessels detained, as I never acted as agent in such an instance; but have no doubt of their being sold.

Was it the practice in the East Indies to make distribution of the proceeds of vessels captured under enemy's colours, previous to condemnation?—No, not to my knowledge; but, in the instance of the Splinter, I made the best calculation I could of the amount of the shares, and lent to the Officers and men what I conceived they would eventually be entitled to.

Was such the general practice with the prize-agents in the East Indies?—I conceive it was.

practice with the prize-agents in the East Indies. Probably it has arisen from a circumstance stated by him, namely, that there was not any Vice-Admiralty Court, or other Court there, which had cognizance of prize concerns, and the captors were obliged to send home the papers and instructions for condemnation in the High Court of Admiralty. The delay is, of course, very considerable between the capture and condemnation.

Where were the prizes sold for which you was agent?—The Harlequin was purchased for his Majesty's service, at Amboyna; and the Splinter was sold at the same place to the East India Company.

Were such prizes sold by public auction or by private contract?—They were surveyed and valued by the proper Officers of the Fleet.

What notice of the distribution of prize-money is given in the East Indies?—Advertisements in the public papers, and notices are generally put up at the public places.

In what specie has prize-money been paid by you in the East Indies?—In the current coin of the different settlements.

Where have you made recalls of prize-money?—In Madras for the Harlequin, and in England for the Splinter.

Have you been in the practice of making advances on account of prize-money?—Only in the way I have described.

Have you been in the practice of discharging prize money to accounts current?—Yes, I believe I have done so in two or three instances.

Have you regularly, within three years and three months, paid over to the Treasurer of Greenwich Hospital, or his Deputy, the forfeited and unclaimed shares of prize-money?—In the Harlequin it rather exceeded it, as I had not time to make up the account; and in the other, the time is not yet expired.

Have you, in paying over the unclaimed shares of prize-money to Greenwich Hospital, deducted the money you may have advanced on account of such shares?—The only case in which I advanced money was the Splinter, and the unclaimed shares are not yet become due.

What is the amount of unclaimed shares of prize-money now in your hands?—I suppose about 150l.

Where have you deposited the account of sales of prizes?—In Doctors' Commons; and for the Harlequin, at Greenwich.

What commission have you been in the practice of charging?—Five per cent. upon the gross proceeds.

Have you had any other profits arising from the business of prize-agency than the commission?—None.

Who was the acting and efficient agent for the two prizes in which you have been concerned?—I was the acting agent.

What proportion of the commission did you receive?—About three-fifths; the other agents were Chase and Co. at Madras, and Mr. Jackson; and Mr. Tulloh was joined with me for the Admiral's share.

Is there much inconvenience in the business of prize agency, arising from the circumstance of there being no Vice-Admiralty or other Court in the East Indies, to take cognizance of prize concerns?—Inasmuch as the seamen are prevented receiving their shares until the decision of the Admiralty Court here may be known.

The time allowed for registering letters of attorney by agents, appears to us unnecessarily long. In six months after condemnation they may be expected to have performed the greatest part of their duty, except in cases of appeal; and the time most proper for giving public notice of their employment, seems to be at the first outset. If it be said, that they may not always be provided with powers of attorney in the first stage of the business, it may be answered, that, as notoriety is the object, they might be directed, instead of registering their powers of attorney, to make an entry with the Registrar of their names, their places of abode, the captors employing them, and the prize, before they take any step in the cause.

In the Evidence of Mr. Bate *, the Deputy Treasurer of Greenwich Hospital, an inconvenience is stated to have arisen from the agents abroad having the option of paying the forfeited and unclaimed shares to the Treasurer of Greenwich Hospital, or to his Deputies abroad. If the plan hereafter recommended, by which we propose to secure more effectually the interests of the Hospital, should not be adopted, it will be proper that this option should be done away, and that the agents abroad should be obliged to make these payments to the Deputy Treasurers on the spot.

We have now closed our account of those instances of Abuses, Irregularities, and Defects, in the present System, which have appeared to deserve notice in the course of our enquiry. If it should be thought that they are less numerous, or less important than might have been expected, it may be observed, that it is an extremely difficult and invidious task to draw a discovery of incorrect or illegal transactions from parties interested or concerned in them; and that the Statute

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Is it the practice for the agents in the East Indies to hold the proceeds of prizes in their hands until condemnation is known ?—Only in the instance of vessels taken under neutral colours. The specie, spices, and other articles captured at the Moluccas and Malacca, were sold to the East India Company, and paid for in their bonds, bearing interest; which, together with the advantage on the sale of the bonds for the Molucca capture, has been carried to the account of the captors, and has amounted to nearly thirty per cent. upon the original proceeds.

What was the highest rate of interest paid by the East India Company during the time you was in the East Indies ?—Twelve per cent.

JOHN BROUNCKER.

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John Ford.
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W. Mackworth Praed.

* See page 458.

from which our powers are derived, discountenances enquiries which tend to make the parties examined criminate themselves, or to expose them to pains or penalties.

The same observation applies, if it should be objected, that our enquiry has not led to a copious disclosure of gross and abominable frauds practised upon sailors with respect to their prize-money; besides, it should be remembered, that many of the frauds by which they suffer do not so much arise in the business of prize-agency, as in the tricks and impositions of persons not engaged in that business, and consequently not within the scope of our enquiry. Still the general complaint, that sailors are often cheated by anticipation of all their future prize-money, leads us to suggest, that possibly this might in some measure be prevented, if it were enacted, that no transfer by deed, will, or otherwise, or agreement for a transfer of any share of prize-money, executed or made before notification of distribution of the prize, upon any consideration whatever, should be valid. By such a provision, the sailor would at least have an opportunity of knowing the amount of what he gives in exchange for what he receives; and if such a law should be objected to as a new attempt to restrain the freedom of alienation, it may be answered, that the restraint is temporary, calculated to protect the sailor's interest; and at all events, would not obstruct the title of his next of kin, if he should happen to die before notification.

Whether this restraint should be general, or limited, as to the classes of men, or amount of prize-money to be affected by it, would be a consideration fit for the Legislature, if a law of this sort should be thought advisable: our design in this suggestion is to point out a mode of protection for the Petty Officers, Seamen, and Marines.

The remainder of this Report will be employed in proposing remedies for the evils before noticed. It is not a new idea, that a general Prize-Office established by Government would be an institution of public utility. Such an institution has been thought necessary by many persons well versed in prize affairs, and by some Naval Characters of great talent and respectability *. It appears to us the only

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* *The Examination of Vice-Admiral Lord Viscount Nelson, K. B. Duke of Bronte; taken upon Oath the 1st of April, 1803.*

From my own knowledge and experience I am warranted in observing, That prize-money does not get into the pockets of the captors so expeditiously as it ought, and in many instances not at all; great sums of money having been lost by the failure of agents.

plan from which the abolition, or effectual reform of the irregularities

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I am of opinion, that prize-agents should be appointed by the captors, as at present; but at the time of registering their powers of attorney in the Admiralty and Vice-Admiralty Courts, they should give security in the sum of two or three thousand pounds, for the purpose of securing a faithful discharge of their duty, and excluding improper persons from acting as agents.

That Government should establish a general Prize Agency Office in London, and an Agent or Receiver at each of the foreign stations.

That no prize-money, or prize-goods, should be liable to the debts of agents.

That if the agents make the distribution within three months from the day of the condemnation, they should be allowed the full commission of five per cent.; and at the expiration of that period, deliver into the prize-office (or, if abroad, to the receiver,) an account of sales, and pay over the amount of the unclaimed shares remaining in their hands.

That if the prize shall have been disposed of, and distribution made not in three months, the agents should deliver an account of sales to the prize-office or receiver as aforesaid, and pay over the whole of the net proceeds, with a deduction of ——— from the rate of the commission allowed him, unless he shall have been prevented making distribution by the absence of the Ship on service; in which case, should her return into port be soon expected by the Commander in Chief, the prize agents shall, on a certificate from him to that effect, be allowed a further time of six weeks for making such distribution.

If the prize, or the whole of the goods, shall not be sold, he should pay over the amount of the money in his hands, and give his reasons for not having sold the whole, which, if satisfactory, a further time, not exceeding three months, should be allowed him to dispose of the remainder.

If in that time he does not finally close his accounts, or give good and sufficient reasons to the Prize-office or Receiver for not doing so, he should then be allowed only two and a half per cent. and be subject to penalties, or the business taken out of his hands.

The agent's commission should be calculated upon the net and not upon the gross amount of the proceeds of prizes.

In cases of appeal, no distribution should be made until a final decision; and in the event of the decree being reversed, the claimants should only be entitled to the net proceeds, and the captor exonerated from all expenses incurred by the erroneous decisions of the judges who are appointed by Government.

All neutral property, whether captured by the King's Ships or by Privateers, should be lodged in the hands of the Officers appointed by Government, until final decision.

The Agents of the Navy, Victualling, and Sick and Hurt Boards abroad, should be directed to take up the money necessary for the carrying on the Naval Service from the receivers of prize-money.

The Treasurer of the Navy to be at the head of the Prize Board.

NELSON & BRONTE.

Ch. M. Pole.
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John Ford.
Henry Nicholls.

and abuses in the present system of prize-agency, can reasonably be expected.

We have therefore directed our thoughts to the formation of such an Office, the regulations by which it should be governed, the expenses which would probably attend the establishment, and the funds by which those expenses might be defrayed. The plan proposed by us is as follows:

That a Prize-Office should be established in London, under the management of three Commissioners, who should have Agents or Correspondents at Plymouth, Portsmouth, Sheerness, and at Yarmouth, if occasion should require; the expense of which establishment should be provided for in the manner hereafter mentioned.

That one Agent only, or two or more, being general partners in business, should be appointed to manage the interests of the captors, to be nominated by the Ship actually making the capture; and that no person should receive any part of the commission charged by agents, or derive any benefit therefrom, except the persons who should "*bonâ fide*" act as such in the real management of the business. And that every prize-agent allowing of such participation, and every person so participating, should respectively forfeit five hundred pounds for every such offence.

That before a prize-agent be allowed to act, he should give security in the High Court of Admiralty at home, or in the Courts of Vice-Admiralty abroad, in the sum of five thousand pounds, for the due discharge of the trusts reposed in him; and in every suit at the time of commencing proceedings in the High Court of Admiralty, or Vice-Admiralty Courts, he should give in his name and place of abode to the Registrar of the Court, which should be regularly transmitted every three months by the Registrar to the Commissioners for Prizes, with the names of the capturing and captured vessels, and an account of all decrees given in prize causes within that period, whether of acquittal or condemnation.

That the commission of agency be five per cent. upon the nett proceeds, to be appropriated as hereafter directed.

That where no appeals shall be entered against the condemnation of prizes at home, and the agent should not make distribution within six months from the time of such condemnation, the amount of the proceeds should be paid over to the Commissioners for Prizes, unless, upon a representation from the Agent to the Commissioners, the proceeds should be permitted to remain in his hands for a longer period, not exceeding three months.

[*To be continued.*

PREMIUMS

OFFERED BY THE SOCIETY INSTITUTED AT LONDON FOR THE ENCOURAGEMENT OF ARTS, MANUFACTURES, AND COMMERCE, FOR THE YEAR 1804.

By inserting the following selection of Premiums, all of them relating, in a nearer or more remote degree, to the welfare of the British Navy, we flatter ourselves that we may gratify many of our Readers, be instrumental in farthering the views of an extensively useful and respectable Society, render considerable service to our naval and commercial interests, and thus conduce to the prosperity of our Country at large.

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1. ACORNS.—For having set, between the first of October, 1802, and the first of April, 1803, the greatest quantity of land, not less than ten acres, with acorns, with or without seeds, cuttings, or plants of other trees, at the option of the candidate; and for effectually fencing and preserving the same, in order to raise timber;—the gold medal.

2. For the second greatest quantity of land, not less than five acres, set agreeably to the above conditions;—the silver medal.

Certificates of setting, agreeably to the above conditions, and that there are not fewer than three hundred young oaks on each acre, to be delivered to the Society on or before the first Tuesday in December, 1804.

3. RAISING OAKS.—To the person who shall have raised, since the year 1800, the greatest number of oaks, not fewer than five thousand, either from young plants or acorns, in order to secure a succession of oak timber in this kingdom;—the gold medal.

4. For the next greatest number, not fewer than three thousand;—the silver medal.

Certificates that there were on the land at least the number of young oak-trees required, in a thriving condition, two years after the planting, with an account of the methods pursued in making and managing the plantation, to be produced to the Society on or before the first Tuesday in January, 1805.

5. ASCERTAINING THE BEST METHOD OF RAISING OAKS.—To the person who shall ascertain in the best manner, by actual experiments, the comparative merits of the different modes of raising oaks for timber, either from acorns set on land properly dug or tilled, from acorns set by the spade or dibble, without digging or tillage,

either on a smooth surface, or among bushes, fern, or other cover; or from among young plants previously raised in nurseries, and transplanted; regard being had to the expense, growth, and other respective advantages of the several methods;—the gold medal.

The *Accounts* and proper *Certificates*, that not less than one acre has been cultivated in each mode, to be produced to the Society on or before the first Tuesday in November, 1804.

97. SUBSTITUTE FOR TAR.—To the person who shall invent and discover to the Society the best substitute for Stockholm tar, equal in all its properties to the best of that kind, and prepared from materials the produce of Great Britain;—the gold medal, or one hundred guineas.

A quantity of the substitute, not less than one hundred weight, with *Certificates*, that at least one ton has been manufactured, and that it can be afforded at a price not exceeding that of the best foreign tar, together with an *account* of the process, to be delivered to the Society on or before the first Tuesday in March, 1805.

110. PRESERVING IRON FROM RUST.—To the person who shall invent and discover to the Society a cheap composition, superior to any now in use, which shall effectually preserve wrought iron from rust;—the gold medal, or fifty guineas.

A full description of the method of preparing the composition, with *Certificates* that it has stood at least two years unimpaired, being exposed to the atmosphere during the whole time, to be produced to the Society, with ten pounds weight of the composition, on or before the first Tuesday in January, 1805.

157. TRANSIT INSTRUMENT.—To the person who shall invent and produce to the Society a cheap and portable transit-instrument, which may easily be converted into a zenith-sector, capable of being accurately and expeditiously adjusted, for the purpose of finding the latitudes and longitudes of places, and superior to any portable transit-instrument now in use;—the gold medal, or forty guineas. To be produced on or before the last Tuesday in January, 1805.

158. TAKING WHALES BY THE GUN-HARPOON.—To the person who, in the year 1804, shall strike the greatest number of whales, not fewer than three, with the gun-harpoon;—ten guineas. Proper *Certificates* of the striking such whales, and that they were actually taken in the year 1804, signed by the Master, or by the Mate when the claim is made by the Master, to be produced to the Society on or before the last Tuesday in December, 1804.

175. TAKING PORPOISES.—To the people in any boat or vessel, who, in the year 1804, shall take the greatest number of porpoises on the coast of Great Britain or Ireland, by gun, harpoon, or any

other method, not fewer than thirty, for the purpose of extracting oil from them;—the gold medal, or thirty pounds. *Certificates* of the number, signed by the persons to whom they have been sold or delivered for the purpose of extracting the oil, to be produced to the Society on or before the last Tuesday in January, 1805.

187. DESTROYING THE INSECT COMMONLY CALLED THE BORER.—To the person who shall discover to the Society an effectual method of destroying the insect commonly called the Borer, which has of late years been so destructive to the sugar-canes in the West India islands, the British settlements on the coast of Africa, and the several islands adjacent thereto;—the gold medal, or fifty guineas. The discovery to be ascertained by satisfactory *Certificates*, under the hand and seal of the Governor or Commander in Chief, for the time being, and of some other respectable persons, inhabitants of the islands or other place in which the remedy has been successfully applied; such *Certificates* to be delivered to the Society on or before the first Tuesday in January, 1805.

188. CULTIVATION OF HEMP IN UPPER AND LOWER CANADA.—To the person who shall sow with hemp the greatest quantity of land in the province of Upper Canada, not less than six arpents, (each four-fifths of a statute acre,) in the year 1804; and shall, at proper seasons, cause to be plucked the summer hemp, (or male hemp bearing no seed,) and continue the winter hemp (or female hemp bearing seed,) on the ground until the seed is ripe;—the gold medal, or one hundred dollars.

189. To the person who shall sow with hemp the next greatest quantity of land in the same province of Upper Canada, not less than five arpents, in the year 1804, in the manner above mentioned;—the silver medal, or eighty dollars.

190. For the next greatest quantity of land in the same province, and in a similar manner, not less than four arpents;—sixty dollars.

191. For the next greatest quantity of land in the same province, and in a similar manner, not less than three arpents;—forty dollars.

192. For the next greatest quantity of land in the same province, and in a similar manner, not less than one arpent;—twenty dollars.

Certificates of the number of arpents, the method of culture, of the plucking the hemp, with a general *account* whether sown broad-cast or in drills, the expense, soil, cultivation, and produce, to be transmitted to the Society, certified under the hand and seal of the Governor, or Lieutenant Governor, together with 28lb. of the hemp, and two quarts of the seed, on or before the last Tuesday in November, 1805.

193, 194, 195, 196, 197. The same premiums are extended

one year farther. *Certificates*, &c. as before mentioned, to be transmitted to the Society on or before the last Tuesday in November, 1806.

198 to 208. Premiums exactly similar in all respects to those held out for the province of Upper Canada, are also offered for the province of Lower Canada, and are extended to the same period.

209. IMPORTATIONS OF HEMP FROM UPPER CANADA.—To the Master of that Vessel which shall bring to this country the greatest quantity of marketable hemp, not less than one hundred tons, in the year 1804, the produce of Upper or Lower Canada;—the gold medal.

210. To the Master of that Vessel which shall bring the next quantity, not less than fifty tons;—the silver medal. *Certificates*, satisfactory to the Society, to be produced by the Master of the Vessel, on or before the first Tuesday in February, 1805, to testify that such hemp was grown and prepared in Canada.

211, 212. The same premiums are extended one year farther. *Certificates* to be produced on or before the first Tuesday in February, 1806.

NAVAL LITERATURE.

A Brief Inquiry into the present Condition of the Navy of Great Britain, and its Resources: followed by some Suggestions, calculated to remedy the Evils, the Existence of which is made apparent in the Course of the Investigation. 8vo. pp. 56. 1804.

WE are sorry to observe that spirit of party and abuse, which has at length burst forth against the conduct of the late Board of Admiralty, and particularly the Noble Earl who presided at its head. Notwithstanding all his faults, there was a grandeur in his character, which even his enemies ought to have respected. Though we have often felt and lamented the rigid system which he established, we also witnessed the energy which he thus imparted to the different departments in the British Navy. He saw, and reprobated, the spirit of peculation and indolence which had assumed a commanding aspect in our Dock-yards; and if, in order to restore health to the Body Politic of the Marine, he

has taken away too much of its corrupted blood, let us not too hastily join in abusing the Man, who dared to cleanse the Augean Stable, which our Dock Yards had for years presented.

Yet at the same time that we assert this, we must acknowledge that it proceeds more from our liberality and aversion to party abuse, than from any partiality we bear towards the character in question: but whatever may be our private opinion of an Individual, when that individual possesses great and acknowledged merit, and has also descended from the high station which called forth so much envy, we feel a powerful impulse in his favour; and are apt to consider the abuse that is poured forth against him with a suspicious eye, lest it should prove to be merely incense that is offered to his Successor.

Such, however, is not the case with the Author of the present Pamphlet; who, though a professed enemy to the proceedings of the late Board, appears to have been inimical on principle. In some few instances, indeed, his attack is not conducted with an equal ability; but, on the whole, he displays the character of an experienced and able Officer, whose rank and information demand, and will receive, attention.

In committing to the press the following observations on the present condition of the British Navy, the writer professes to have been influenced by a single motive—that of exciting the present Board of Admiralty to those exertions which alone can arouse our Marine from the torpid and enfeebled state into which it has fallen. . . . . . . It has been impossible for him to accomplish the aim he has had in view, without the production of many facts which it has been painful to him to adduce; but under circumstances of so pressing, and, indeed, of so alarming a nature, every other consideration has yielded to that of the public benefit.

One fault, which pervades this pamphlet, is the spirit of Alarm it is too much calculated to excite, and the confidence it may in consequence impart to our enemies: we cannot agree with the Author, that the nation was about to be plunged into dangers, or that the errors of the late Board were so

very gross and fatal. We know that this is roundly asserted by the first characters in the Service; but whilst we are aware of the benefit which the Marine has received from that reform and spirit, which the late Board introduced, we cannot assent to such assertions. We are also at variance with our Author respecting the excellence of Ships that are built by contract in Private Yards. How can any individual afford to season timber in the manner it may be done in the King's Yards? The private Builder, however upright and honest, cannot be expected to work with the liberal and disinterested spirit of Government: or if he does, a leaven of peculation and plunder must exist in the King's Yards, which ought immediately to be destroyed even by the rod of iron which the late Board is accused of having wielded without remorse. Our Author must be aware, that the passion for Contract, which our Government too generally indulges, has long been reprobated throughout the Profession. For what reason is the rigging of the British Ships so inferior to that of our enemies, but the avarice of Contractors? What but this fills the store room of the Purser with tainted and inferior Provisions? The Profession has too long been a prey to Contractors. If the period is really arrived, as our Author is inclined to think, when a Ship can be built of better and sounder materials in a Private Yard than in the King's Docks, we augur but a short duration to the Wooden Bulwarks of our Country. In these respects we differ from our Author; and we sincerely lament, that a person of his experience and information should have given such a sanction to Contractors.

It has of late become the fashion to disapprove of the arduous service which a continual blockade of the enemy's ports demand: and our Author supports this opinion with his usual ability.

How far the Blockade which has been attempted was to be justified on motives of State Policy, at the breaking out of hostilities, is a question which does not apply to the immediate circumstances of the war; when the enthusiastic ardour displayed by all ranks of British

subjects has given such a tone of vigour to our military preparations, that we feel the fullest confidence in the defensive means we should be enabled to assemble, if the enemy should effect a landing, at any point, of the formidable forces collected for attack. Were it indeed possible to keep so strict a watch on the hostile shores, that every effort of the enemy to escape from his ports would be unavailing; that the fortuitous circumstances of calms, fogs, gales; the obscurity of the night, &c. would not in any degree advance his purposes; then would the eventual mischiefs, inseparable from a blockade, by which our Marine is threatened, find a compensation in our immediate security. But until this can be effected with a certainty of success, the National Interests ought not to be compromised, and our future offensive and defensive means unnecessarily abridged.

The blockade of Brest; the expediency of which, in the first instance, is not to be controverted, has been followed up with a persistence which would have been creditable to a more discreet cause. It has already cost us one Ship of the Line, the Magnificent; but this is a trivial loss, compared with that by which we are threatened. If this rigorous system should be still pursued, there is little doubt but that some of our Ships, now in a most deplorable condition, both with respect to their hulls and stores, must be exposed to extreme risk. In the interim, what is the state of the Crews? Harassed by continual watching and fatigues, the numbers of the sick have been augmented to a very alarming degree; insomuch that it has been found necessary to dispatch Dr. Baird, the Naval Inspector of Hospitals, to apply the best remedy in his power to this very serious and growing calamity. In the *North Sea*, one of our Frigates, the Crescent, lately had 36 of her crew ill of the Sea-scurvy. An instance of this nature did not occur during the entire progress of the last war. If the Crews of the Ships employed in the Blockade labour under these physical derangements, the sufferings and privations to which they are exposed, by night and day, must have an equally baneful effect on the feelings both of the Officers and men. From the irritation of the latter, whose anxiety and impatience must be wrought to the highest pitch, we have at least to apprehend that they may eventually become disgusted with a service which has been to them both painful and unprofitable. Without dwelling, however, on the probable future consequences of the measures which have been pursued, it may not be amiss to observe, that at the present time we can as ill afford to lose our Seamen * as

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* It is not surprizing that so many difficulties occurred, at the breaking out of hostilities, in manning our Fleets. The spirit of emigration among the British Seamen, and the encouragements proffered to them by our politic Enemy, were

our Ships; and it is painful to reflect, for a moment even, on the losses with which we are threatened, by the growth and progress of disease in our Blockading Squadrons. Taking into this account the destruction of the Ships, which, however solid their materials may be, cannot withstand much longer a service of such a nature, the prospect before us would be truly alarming, if we had not reason to repose every confidence in those who have been chosen to extricate us from our difficulties. The task will be theirs to ascertain how far, and in what practicable mode, the blockade can be still pursued, without a manifest detriment to ourselves, and a risk of our most valuable interests. The better protection of our own shores, by expedients effectually adapted to frustrate the views of the enemy, will, without doubt, be one of the earliest objects of their enquiry.

Respecting the King's Dock Yards, our Author gives us the following information, which is throughout marked with his prejudice against them. His evidence, however, certainly tends to prove, that all is not right in these departments.

In the six dock yards of *Portsmouth*, *Plymouth*, *Chatham*, *Deptford*, *Woolwich*, and *Sheerness*, thirteen Ships of the Line are either building, or have been *ordered* to be built. Of these, three are First Rates; four, Second Rates; and six, Third Rates, or Ships to carry seventy-four guns. It is some consolation to know, that one of the First Rates, the Hibernia, building at *Plymouth*, is planked up, and may be launched this year. But our future prospects are not quite so cheering: the Ocean, of 98 guns, a Second Rate, has been in progress in *Woolwich* yard upwards of twelve years, and is, notwithstanding, still in her frame. The Boyne, likewise, a Second Rate, is building at *Portsmouth*; at which place the Scipio, of 74 guns, has been in progress more than six years, and observes nearly the same ratio of dispatch as the Ocean; a part only of her frame being cut out. The Invincible, of the same rate, building at *Woolwich*, has been in progress upwards of two years, but her keel is not yet laid. A First Rate, the Queen Charlotte, has been three years in progress

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such, that more than 10,000 are said to have emigrated from the port of London alone. The progress of this alarming defection of our Seamen was well known at the time; but we cannot find that any attempt was made to apply a remedy. The Economical System (for the prudence and policy of which we refer to the Extract of Earl St. Vincent's Speech in 1783) to be acted on, forbade the adoption of any measure which could have a tendency to keep them at home, and to ensure their future services.

at *Deptford*; and the most that can be said respecting her is, that a few of her timbers have been cut out. The Fame, 74 guns, building in the same yard, has a part of her frame up. At *Chatham*, the Impregnable, a Second Rate, is in her frame; the Revenge, 74 guns, has a part of her frame up; and the Warspite, of the same force, is in progress. The Caledonia, a First Rate, *to be built* at *Plymouth*, has been ordered several years, but her keel is not yet laid. The Union, 98 guns, is under the same circumstances in that yard; as is likewise the Bombay, a Third Rate, at *Deptford*. Four Frigates, which are now constructing, and are in a greater or less state of forwardness, make up the sum total of the operations, as they refer to new Ships in the King's Yards . . . . In one of the smaller of our dock yards, that of Woolwich, there is at this time a deficiency of one hundred and twenty-five shipwrights, and ninety labourers. It has been found necessary to hire a certain number of the soldiers doing duty in that vicinity, to perform, as far as they may be competent to that purpose, the tasks assigned to the latter; but the services of the former, who may be considered, in their particular line, as artists of a very valuable description, cannot be so easily replaced. If they are equally short of complement in the other dock yards, it is demonstrable that there cannot be a sufficient number * of hands to meet the exigencies of the common repairs which the war has rendered indispensably requisite. At *Deptford*, likewise, the labourers fall considerably short in their numbers. They are, in their relative operations, as necessary as the shipwrights themselves; and when the proportion of them is reduced to a certain extent, the labour to be performed must be commensurately impeded!!

We shall conclude our notice of this interesting Pamphlet with our Author's account of the scarcity of Timber in the dock yards; a subject to which we had previously given our attention; and on which, had we known the Author, we could have thrown additional light. We can only lament, that the information we were long since promised by an eminent Timber Merchant has never arrived.

But a short interval has elapsed since the Navy Board made a communication to the late Admiralty, to state, that, as it had been re-

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* This subject was considered at large in the Naval Debates, Vol. VIII, p. 507 and 509.

presented to have been the fault of that Board, that the Timber in the dock yards had been, as it then actually was, reduced to *the expenditure of a few months only,* it became necessary for them, the Members of the Navy Board, publicly to refute the charge, and to prove that the whole of the difficulty, and the consequences which might result from it, arose from the conduct of their Lordships, respecting the receipt of timber, and the treatment which those who had contracted with them had received on its delivery. *That, therefore, in justice to themselves, they had to request, that a Committee of the House of Commons should be appointed to inquire into their conduct on this occasion.*

That Sir William Rule had returned without the smallest success, the Timber Dealers having entered into an engagement not to supply the Board; and that, for what might have been purchased twelve months since at the price of 4l. 5s. 6d.,—10l., and even more, were now demanded.

. . . . It would scarcely be believed, (adds our Author,) if the Artificers and other persons belonging to the dock yard at Portsmouth were not ready to attest the Fact, that on the 4th of the present month (May), not a single four-inch plank was to be found in that yard. In proportion as scanty supplies of Timber were obtained, it was instantly applied to the Ships; and, on the arrival of a load, there was so much scrambling for it, more especially for the crooked timber, that disturbances were nearly excited among the workmen. In the case of a part of the crooked timber, the leaves were still green!!

A Voyage of Discovery to the North Pacific Ocean: in which the Coast of Asia, from the Lat. of 35° North to the Lat. of 52° North, the Island of Insu, (commonly known by the Name of the Land of Jesso), the North, South, and East Coasts of Japan, the Lieuchieux and the adjacent Isles, as well as the Coast of Corea, have been examined and surveyed. Performed in his Majesty's Sloop Providence and her Tender, in the Years 1795, 1796, 1797, 1798. *By William Robert Broughton.* 4to. pp. 394. 1804.

PREVIOUSLY to our attempting any analysis of the work before us, we shall present our readers with an extract from its Preface, in order that they may form an estimate of what they are entitled to expect.

It should be remembered (says Captain Broughton), that, in the third volume of Cooke's last work, Captain King observes, that the

navigation of the sea between Japan and China afforded the largest field for discovery; and the survey of this unknown part of the North Pacific Ocean was particularly recommended by the Honourable Daines Barrington*, in his Miscellanies, where he says, "The coast of Corea, the northern part of Japan, and the Lieuchieux Islands, should be explored." Captain Vancouver† remarks, "that the Asiatic coast, from about the latitude of 35° to 52° North, is at present very ill defined; and the American coast, from about the latitude of 44° South, to the southern extremity of Terra del Fuego, is very little known."

Such suggestions and observations as these would have their due weight with a navigator who was zealous to extend the bounds of geography, and who was well aware that little was to be done in other parts of the Pacific Ocean, except that of settling the position of some few islands, in themselves of little consequence. He might indeed have hesitated to which survey he should give the preference, either that of the Asiatic coast, from 35° to 52° N. latitude, or of the American coast, about 44° S. latitude, to Terra del Fuego, had he not been convinced that Captain Vancouver would have completed the last by his returning to England round Cape Horn. Yet here the cursory and fastidious reader may observe, that however laudable the design of the following journal may have been, yet it can claim no merit from the novelty of its discoveries, as that is already pre-occupied by La Pérouse. In answer to such an observation, it is to be hoped that a little attention to this work would convince him of his mistake, and induce him to allow, that although the same seas may have been explored by the two navigators, yet their separate discoveries and surveys stamp a peculiar and characteristic difference between the voyages. Even had the same track been followed entirely, great advantage might have arisen by it to the interests of science and geography: the errors of the former, if any, might have been corrected by the latter navigator; and the merit of his discoveries have been more completely established by later observations tending to confirm their authenticity. This advantage, it is presumed, may be found in the present work; and as the English Commander could not possibly have known the instructions given to La Pérouse by the French Government, he is perfectly clear of the charge of imitation. If, however, the idea should still prevail, that La Pérouse's voyage has superseded the necessity of the present publication, perhaps a brief statement of the discoveries or surveys made by both navigators

* See page 8 of the Preface. † See his 3d Vol. page 489.

in the same seas may remove such ill-founded prejudices, and ascertain the degree of merit due to each voyage separately.

The French editor remarks, that "the examination of the eastern coast of Tartary, and the discovery, as it may be called, of one of the most extensive islands on the globe *, separated from the continent by a strait which was traversed in all directions, gave La Pérouse's voyage importance and individuality; but here it may be observed, without any undue presumption, that the eastern coast of Tartary has been examined also by the English Commander, and that the survey of the extensive island of Tchoka or Segeleen is not superior in point of general interest to that which has been made by him of Chica, Jesso, or Insu, to the south of it; an island, indeed, of less extent, but more an object of curiosity to Europeans. The cause of geography, in respect to these hitherto undefined parts, seems to have been equally benefitted by the two navigators; for their separate surveys will mutually correct the errors relative to these two islands, which have been laid down with such little attention to accuracy in former maps of the world.

By the passage of La Pérouse through the straits which bear his name, the insularity of Tchoka was determined; as that of Chica or Insu was also by the sailing of the Providence through the straits of Sangaar. The western coast of Insu was surveyed by the Providence, which La Pérouse omitted by going through his own straits. And in their progress to 52° N. latitude, the boat of the English vessel went fifteen miles further than those of Pérouse; nor did its crews relax from their surveys till they were in two fathom water, and the shoals, together with the nearness of the surrounding shores, prevented any further advance. As to their respective surveys of the Kurile island, Marikan seems to have been the boundary of both.

So far it has been thought necessary to introduce this brief statement; but the surveys of the north, south, and east coasts of Japan, the Lienchieux, and the adjacent isles of Madgicosemah, together with the examination of the coast of Corea, belong exclusively to the following journal; for La Pérouse, when he left Kamtschatka, gave up the idea of exploring any more the gulf of Tartary or the Japanese seas, but pursued his course to Masuna, one of the Navigator islands.

The loss of La Pérouse will ever be a source of regret, and his exertions ensure to his memory the admiration of all civilized nations. The respect he shews to our immortal Cooke, and other navigators who preceded him in his honourable employment, sufficiently prove the

* Tchoka, or Segeleen.

candour of his mind, and superiority to national prejudices. Nor, while this just tribute of applause is paid to his liberality, should we, as Englishmen, forget the interest which his Government took in the success of Captain Cooke's voyage. The benevolent will ever with pleasure recollect, that, even amidst the horrors of war, an exemption from them was allowed in favour of an enterprise which was intended to promote a further knowledge of the globe, to soften the ferocity of our unenlightened fellow-creatures, enlarge the intercourse of mankind, and bind together the remotest nations by the connexions of commerce. The extreme caution of the Japanese, and their inflexible obstinacy in excluding any foreigners, except the Dutch, from landing on their territories, are sufficient apologies for the want of knowledge in that empire, observable in the voyages of both the French and English navigators. And if La Pérouse was fearful of intruding on these coasts, though commanding two Frigates requisite for defence, and manned with numerous crews, the apprehensions of the English are more allowable, when it is recollected that, after the wreck of the Providence Sloop, her tender had but thirty-five men as her complement, and might, from the smallness of her size, have been mistaken by the Japanese for a Pirate. The same unremitting jealousy of foreigners seems to have pervaded every place in those seas where the Providence touched at: and, although the desires of the crew for wood and water were readily complied with, yet any wish of exploring the interior of the country, and of gaining a more perfect knowledge of its government, produce, and manners, was invariably and pertinaciously resisted.

Kempser, in his description of Japan, dwells much upon the stormy nature of the seas which surround it; and they have been proverbially reckoned the most dangerous in the world. La Pérouse, though he made his voyage in the midst of Summer, in two large Frigates full of boats, and furnished with every necessary for such voyages, complains much of the thick fogs and bad weather, and of the danger of being embayed before his return. After the loss of the Providence Sloop, the English navigator had only a Schooner of 80 tons, with one small boat, to encounter such perils, and that not in the Summer season, but in the midst of equinoctial gales, and the most unfavourable time of the year.

After this short summary of what it has done for the promotion of geography and navigation, the following voyage is submitted to the public. It is a true unexaggerated statement of nautical occurrences; nor are there any inserted which are not founded on fact, and the strictest regard to veracity. If the reader only looks for amusement, he will probably be disappointed; but it is presumed that he

may gain some nautical information. Such voyages as those in the collection of Prevost, for instance, are defective by their omission of astronomical and nautical remarks, which, though they may be detailed with dry, minute, and scrupulous accuracy, are never-failing sources of instruction to the navigator and the man of science.

The Providence Sloop of War was of 400 tons in burthen, carried 16 guns, and her complement was 115 men. On her leaving England she was supplied with every necessary article that was required. Every thing, which in similar voyages had been found of utility, was liberally granted by the Admiralty, in regard to articles of barter, and the preservation of the seamen's health; and it is only to be lamented that the unfortunate shipwreck of the Providence, by the loss of so many irretrievable requisites for such a voyage, should have rendered it in any degree incomplete.

[*To be continued.*

Naval Poetry.

The Heart's remote recesses to explore,
And touch its Springs, when Prose avail'd no more.

FALCONER.

EPILOGUE
TO THE
SEA-SIDE HERO.

BY THE AUTHOR.

To be spoken in the Character of a Mermaid.

BLESS me! who's this? a Sea Maid on our shore!
I hear you say—I ne'er saw one before.—
No common care impels her from the wave,
She comes to know the fate of *Paul the brave*,
Our SEA SIDE HERO—gentle fair ones, show
Whether our favourite is yours, or no.—
Yours!—who can doubt it? for the British Fair
Protect their Champion with the warmest prayer;
And, as for you—who here attend to view
What Britons *can*, and what they mean to do;
You will not check, I'm sure, that very spirit,
Which, as a gift from Heav'n, you all inherit.

So much for Paul.—Dear! what a place this is! [*Looking about her.*
I really scarce can see one homely phiz.
How light and fine!—it is delight to view it;
Why lud! our coral waves are nothing to it!
Ladies! pray just stand up, and let me see
Whether you all have fishy tails like me. [*Turning round.*
Oh! no, on second thoughts that cannot be;
For, as upon its tip I wriggled here,
A Bond Street Lounger thus address'd my ear:—
" Demme! she's very pretty all above,
" 'Pon honour, Fred! I'm almost half in love:
" She's pretty, poz." Then giving him a pinch,
Says Fred. " To love her but another inch,
" You must possess the stomach of a Whale,
" For demme, all below is Fish and Tail!"
Then, just awake at mid-day, in her chariot,
Stopping for Songs and Novels, Lady Harriett
Nodded, and, with a soft expiring air,
Thus spoke the languid Fashionable Fair:
" I wonder what you Mermaids do below,
" You have no Fashions, and you make no shew;
" I hear you Sea Girls sing, but what is that?
" A Dillitanti Concert is but flat,
" Unless, when it is o'er, the party taste
" A dear delicious bit of *Pic-Nick Paste.*
" You have no Fun, for Scandal never comes
" To brighten up your Coral Drawing Rooms;
" Useless for you to split the triple straw,
" You cannot dance, and know not how to draw:
" How through the tedious Morning can you wade?
" Not by sweet fancies for the Masquerade,
" Or cutting out, with tiny patent Sheers,
" Warm flannel Breeches for the Volunteers:
" You have no tender Spouse to give a trimming,
" You have but one amusement, *and that's Swimming.*
" In short, Miss Mermaid, you'll excuse my laughter,
" It must be *monstrous gloomy* under water."
This having said, the Peeress lisp'd Adieu.
All this, said I, is far from being true,
We have allotted joys as well as you.
'Tis ours in Storms, when the stout bosom shrinks,
To catch the shipwreck'd Hero as he sinks;
Then, unless Heav'n that blissful task withstand,

To waft him living through the Surf to Land;
Or, if forbidden, as we wish, to save,
We bear him through a troubled World of Wave,
And place his relics in some shelly cave:
There, proud to shield him in death's sacred sleep,
Cull for his Shrine the Treasures of the Deep.
Know too, sweet Sisters of the Shore, like you
We oft pull caps about our Favourites too:
Each has her living Hero—at her neck
She fondly wears a Shell without a Speck;
On which engrav'd, the gazer may explore
Names fam'd as Nelson's, and an hundred more.
—And now you wish to know *my* Hero—well!
I'll puzzle you a bit before I tell.
Three are his Names (which Neptune often blesses),
A *W.* I give you, and two *S. S.* *,
And here's a piece of Pearl for her who guesses.
[*Holding out a piece.*
Adieu!—I'm call'd—the Moon has kiss'd the Wave,
You'll find him out before I find my Cave.

SONG

IN THE OPERA OF THE ENGLISH FLEET.

I.

WHEN Vulcan forg'd the bolts of Jove
In Ætna's roaring glow,
Neptune petition'd he might prove
Their use and power below:
But finding in the boundless deep
Such Thunders would but idly sleep,
He with them arm'd Britannia's hand,
To guard from Foes her Native Land.

II.

Long may she hold the awful right!
And when thro' circling flame
She darts her Vengeance in the fight,
May Justice guide her aim.

* Sir William Sydney Smith.

While, if assail'd in future Wars,
Her Soldiers brave, and gallant Tars
Shall launch her fires from ev'ry hand,
On ev'ry foe to Britain's Land.

SONG.

BY THE SAME.

I.

BRITISH Sailors have a knack,
Haul away! yeo ho, Boys!
Of pulling down a Frenchman's Jack,
'Gainst any odds you know, Boys.
Come three to one, right sure am I,
If we can't beat 'em, still we'll try,
To make old England's Colours fly,
Haul away! Yeo ho, Boys!

II.

British Sailors, when at Sea,
Haul away! Yeo ho, Boys!
Pipe all hands with merry glee,
While up aloft they go, Boys!
And, when with pretty Girls on shore,
Their Cash is gone, and not before,
They wisely go to Sea for more,
Haul away! Yeo ho, Boys!

III.

British Sailors love their King,
Haul away! Yeo ho, Boys!
And round the Bowl they love to sing,
And drink his health, you know, Boys!
Then, while his Standard owns a rag,
The World combin'd shall never brag
They made us strike The British Flag,
Haul away! Yeo ho, Boys!

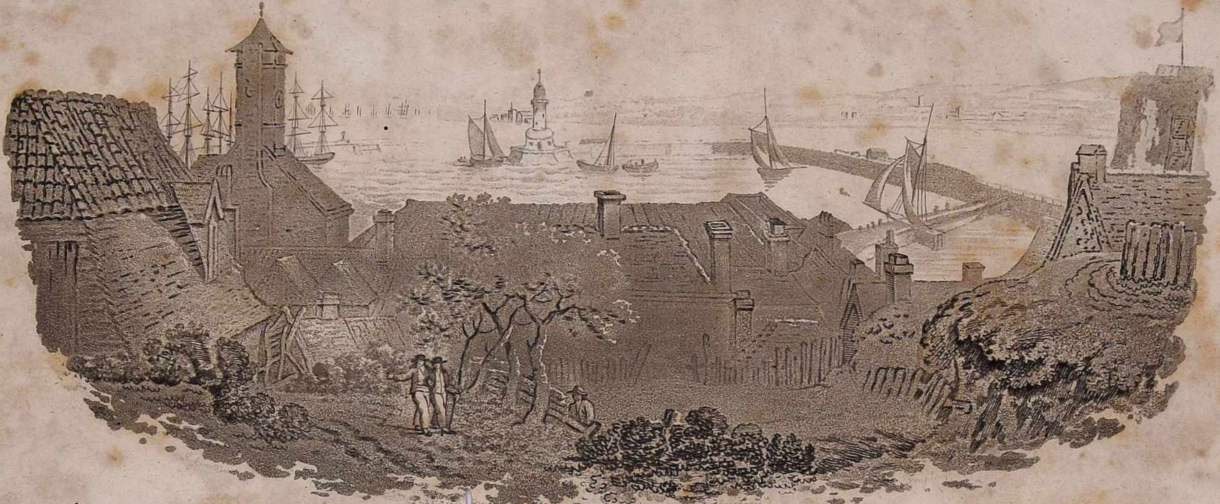
DESCRIPTION OF PLATE CLVI.

THE annexed Plate exhibits a view of Ramsgate, in the Isle of Thanet, and its celebrated Pier, with Dover Castle, and the towns of Deal and Sandwich in the distance.

Ramsgate was anciently a poor fishing town; in the reign of Queen Elizabeth it contained only twenty-five houses, with a proportionate population; but, a little more than a century ago, its inhabitants participating largely in the trade to Russia and the East country, it began to emerge from its original insignificance; and, since it became known and frequented as a bathing place, the old houses have not only been improved, but many new and handsome buildings have been erected. About twenty years ago its population amounted to 1810; but in the year 1801, the return made to Parliament was 3,300: an astonishing increase, and a striking proof of the rapidly improving prosperity of the town.

The pier, which forms the favourite promenade for company, is one of the most magnificent structures in the kingdom, is built of Portland and Purbeck stone, and may be considered the principal beauty of the place. This great work, which has been erected at the expense of some hundred thousand pounds, was begun in the year 1749; it extends about eight hundred feet into the sea before it forms an angle, and is twenty-six feet broad at the top, including the parapet. The south front is a polygon, its angles four hundred and fifty feet each, with octagons of sixty feet at the ends, and of two hundred feet at the entrance. The harbour, which is protected by a fort, on which a flag is seen flying, contains an area of forty-six acres, which after the pier was finished, according to the first design, became choaked up with mud, for want of a back water. To remedy this defect, Mr. Smeaton, the celebrated Engineer, was called in; and, by erecting, in the uppermost part of the harbour, a cross wall with sluices, which is conspicuous in the engraving, and extending the pier four hundred feet from the extremity of the last head, effected all that was wanted, and facilitated the entrance of Ships in hard gales of wind, for whose reception and safety on this exposed coast the whole was originally undertaken. A dry dock has also been formed, and storehouses have been erected for every necessary purpose.

In addition to these improvements, within the last ten years, a new stone light-house, which is nearly the centre object in the plate, has been built on the west head, furnished with Argand's lamps and reflectors, a handsome house for the Harbour-master, a watch-house, and other appropriate appendages to this immense national work; and



Publish'd 31 July ... by ... J. Gold 103 Shoe ... London.

Ramsgate Pier and distant view of the Downs.

it is said, that the Trustees have it farther in contemplation, to form a spacious wet dock.

The harbour, though originally intended for Ships of three hundred tons burthen and under, has been so much improved, that it is now capable of receiving vessels of four and even five hundred tons. During a dreadful gale in 1791, upwards of a hundred and thirty sail took shelter here; and, since that time, three hundred Ships at once have sought this asylum.

NAVAL HISTORY OF THE PRESENT YEAR, 1804.

(*June—July.*)

RETROSPECTIVE AND MISCELLANEOUS.

AMIDST the Naval Pamphlets that have lately appeared, we particularly direct the attention of our readers to, 1. "Strictures on the Necessity of inviolably maintaining the Navigation and Colonial System of Great Britain," (8vo. pp. 65) by Lord Sheffield. 2. "The Independence of Great Britain, as the first of Maritime Powers, essential to, and the Existence of France, in its present State, incompatible with, the Prosperity and Preservation of all European Nations," 8vo. By the Rev. E. Hankie, M.A. 3. "The Report of the Evidence and other Proceedings in Parliament respecting the Invention of the Life Boat, &c." By Henry Greathead. 4. "The Opportunity, or Reasons for an immediate Alliance with St Domingo." By the Author of the Crisis.

We also reserve this first article in our Naval History of the present Year, to retrieve whatever may have escaped us in our preceding Numbers. Amidst the press of other articles we have not hitherto had an opportunity of giving the following interesting Letter by Lieutenant Hardinge to his Uncle; which was printed and sent round to many of the Members of both Houses of Parliament.

MY EVER DEAREST FRIEND, *H. M. S. Scorpion, April,* 1804.

I AM on my way to the Nore, after six days of severe but unrepented fatigue, and have sixty Dutch prisoners on board: we are accompanied by the Atalante, a Dutch War Brig of 16 guns, prize to us.—I was ordered on the 28th to reconnoitre at Vlie, and perceived a couple of the enemy's Brigs at anchor in the Roads. Despairing to reach them with my Ship, on account of the shoals that surrounded the entrance, I determined upon a dash at the outermost one in the boats, if a good opportunity could be made or found. It came unsolicited, March 31. Preparing to embark, we accidentally were joined by the Beaver Sloop, who offered us her boats to act in concert with ours. We accepted the reinforcement, under an impression that it would spare lives on both sides, and would shorten the contest. At half past nine in the evening we began the enterprise, in three boats from "Scorpion," and in two from the Beaver. Captain Pelly (a very intelligent and spirited Officer) did me the honour to serve under me as a Volunteer in one of his boats. We had near 60 men, including Officers, headed

by your humble Servant in the foremost boat. As we rowed with tide flood, we arrived along-side the enemy at half past eleven. I had the good fortune, or (as by some it has been considered) the Honour, to be the first man who boarded her. She was prepared for us, with Board Nettings up, and with all the other customary implements of defence. But the noise, the alarm, &c. so intimidated her crew, that many of them ran below in a panic, leaving to us the painful duty of combating those whom we respected the most. The decks were slippery in consequence of rain; so that, in grappling with my first opponent, a Mate of the watch, I fell, but recovered my position—fought him upon equal terms, and killed him. I then engaged the Captain, as brave a man as any service ever boasted; he had almost killed one of my seamen. To my shame be it spoken, he disarmed me! and was on the point of killing me—when a seaman of mine came up, rescued me at the peril of his own life, and enabled me to recover my sword.—At this time all the men were come from the boats, and were in possession of the deck: two were going to fall upon the Captain at once—I ran up—held them back—and then adjured him to accept Quarter. With inflexible heroism he disdained the gift, kept us at bay, and compelled us to kill him;—he fell covered with honourable wounds. The Vessel was ours, and we secured the hatches; which, headed by a Lieutenant, who has received a desperate wound, they attempted repeatedly to force.

Thus far we had been fortunate: but we had another Enemy to fight—it was the Element. A sudden gale, which shifted against us, impeded all the efforts we could make. But, as we had made the capture, we determined at all events to sustain it, or to perish. We made the Dutch below surrender; put forty of them into their own irons, and stationed our own men at their guns; brought the powder up, and made all the necessary arrangements to attack the other Brig. But as the day broke, and without abatement of the wind, she was off; at such a distance, and in such a position, that we had no chance to reach her. In this extremity of peril we remained eight and forty hours. Two of the boats had broke adrift from us; two had swamped alongside. The wind shifted again, and we made a push to extricate ourselves, but found the navigation so difficult, that it required the intense labour of three days to accomplish it. We carried the point at last, and were commended by the Admiral for our perseverance. You will see in the Gazette * my Letter to him. I aimed at modesty, and am a little afraid, that in the pursuit of this object, I may have left material facts a little too indefinite, if not obscure. The Atalante's Captain and four others were killed; eleven are wounded, and so dreadfully, that our Surgeon thinks every one of them will die.

To the end of my existence I shall regret the Captain. He was a perfect Hero; and if his crew had been like him, critical indeed would have been our peril. The Atalante is much larger than my Vessel; and she mounted 16 long 12-pounders: we have not a single Brig that is equal to that calibre. Her intended complement was 200 men; but she had only 76 on board. I expect your joy by return of post.

P. S. In two days after the Captain's death, he was buried with all the Naval Honours in my power to bestow upon him: during the ceremony of his interment, the English colours disappeared, and the Dutch were hoisted in their

* See Vol. XI, p. 409.

place. All the Dutch Officers were liberated—one of them pronounced an *éloge* on the Hero they had lost—and we fired three vollies over him as he descended into the deep.

Ever affectionately and gratefully yours,

GEORGE N. HARDINGE *.

Yarmouth, May 7. This forenoon his Majesty's Sloop Helena was launched at this place, amidst the acclamations of hundreds of people, assembled to witness a sight (for the size and construction of the Vessel) quite novel at this port.

The Lieutenants who were appointed by the late Admiralty Board to command the Revenue Cutters, have been removed by the new Board, and the Masters of these Vessels restored to their command.

Two Frigates, and as many Sloops, are ordered to be built immediately in each of the King's Yards, and every private yard also capable of laying them down.

There are now building in the ports of Holland eleven Sail of the Line and several Frigates: in all the ports of France and Flanders Ships of War of every description are on the stocks, and in a state of great forwardness.

On the 13th of June the Princess Augusta hired Cutter, of 8 guns, commanded by Lieutenant Tracey, fell in with, off Huntcliff, a French Privateer of 14 guns, full of men; which she engaged from two o'clock in the afternoon until near six in the evening; when, by the approach of the Sea Fencibles off Redcar, in two Schooners, which they had taken possession of for the assistance of the Cutter, she sheered off.—During the engagement, the Cutter received several shots near the water's edge, and is much shattered in her rigging, and had three men wounded. It is reported that the Privateer has since taken three Vessels.

An Article from Brest, dated the 1st, says, that the East India Company's Ship taken by Admiral Linois, is of 1500 tons burthen, laden with 7,533 bales of cotton, and 4,539 bags of rice.

Surinam is decidedly the most valuable of the Dutch Settlements in the West Indies. It is situated on the continent of South America, on a river of the same name; and the plantations have been extended by the Dutch near thirty leagues above the mouth of this river. Its trade consists chiefly in sugar, cotton, coffee, tobacco, flax, skins, and dyeing drugs; and its possession, though it may be again relinquished as a make-weight in the scale of peace, will prove at least a temporary benefit to us, while it cuts off another of the enemy's sources of commercial advantage, and makes them still more sensible of the destructive consequences of a warfare with Britain.

The Dutch troops sent out after the peace to occupy Surinam amounted to 1500 men. Of the effective remainder of these, not more than 250 were at head quarters. Our land-forces employed in the expedition amounted to 1500, so that the conquest was happily accomplished with very little effusion of blood.

A great portion of the plunder of St. Domingo, which had been deposited in Surinam by the Agents of Buonaparté, has fallen into the possession of our army.

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* At present a Post Captain. This Officer was also attached to the Egyptian Expedition, and received the Grand Signior's Medal.

A letter from an Officer on board the British Squadron off Ferrol states, that the Spaniards have seven sail of the line ready for sea in the bason there, and that the crews during the day work in the arsenal, and sleep on board at night.

Extract of a Letter from the Squadron off Ferrol.

"The French seem to have given over every idea of escape, and now apply themselves to the repair of their Ships, whilst we are wearing out ours. The order prohibiting English Officers from going to Ferrol, or farther than a mile from the beach, seems to have lost much of its asperity. Several of the Officers of the Squadron have been lately both at Ferrol and Corunna, and have experienced some civilities from the Spanish and French Officers; however, it is evident the Government is dissatisfied at our occupying this bay; which, though of the utmost consequence towards the preservation of Ferrol, seems neglected and of no account; the few insignificant batteries, formerly erected for its defence, are mouldering into ruins. It does not appear that ever a Spanish Ship of the Line has anchored here; though it is capable of containing half the British Fleet, has good anchorage, and is secured from almost all winds.

The Castor Frigate, stationed as a Block-ship at Liverpool, is to be fitted for service, and join the Channel Fleet.

The Retribution, Iris, Vestal, and Unité, Frigates, which have been stationed at the entrance of the Thames, as Block-ships, are ordered to be fitted at Deptford and Woolwich for immediate service.

Lately, at Dunbar, an occurrence took place which will probably be the subject of some future discussion. A Lieutenant belonging to a Man of War, stationed off Aberlady, in the Firth, came on shore in the evening of Wednesday se'nnight, and scaled the wall of the fort or battery, without opposition from the guard, whom they made prisoner, and, it is said, hoisted the French Flag, which caused a great alarm. On a discovery of the real state of things, intelligence was immediately sent to General Don, the Commander of that District, who has ordered the Lieutenant into confinement for his conduct. The Lieutenant defended himself on the ground of trying an experiment with his men, and that he had observed the place not so well defended as appeared necessary.

The Committee for managing the Patriotic Fund have presented three of the *Swords* they had voted, as *honorary marks of distinction*, to the following Officers:

Captain *Austin Bissel*, of his Majesty's Ship Racoon.

Captain *Bowen*, R. N. (one of the Commissioners of the Transport Board), for his Son, Lieutenant *Bowen*, of his Majesty's Ship la Loire.

Captain *Watt*, for his Son, Lieutenant *Watt*, of his Majesty's Ship Ville de Paris; the two latter Officers being absent on his Majesty's service.

Letters have been received in town by the friends of Lieutenant Grant, who commanded the hired armed Cutter Hawke, and was taken after gallantly attempting the re-capture of an English Vessel in the Weser. It seems he was wounded in six different places; thrice with musket balls, twice with bayonets, and in the face with a cutlass. Two of his brave attendants fell by his side, killed out-right; three were desperately wounded, leaving six out of twelve to combat forty of the enemy lying in ambush on board the contested vessel, with a French army in a situation to assist.

We learn, that on the 15th instant the Hannah armed Ship, of 16 guns, of Liverpool, Captain Davis, from Jamaica, was chased by a French Privateer,

of 14 guns, off Cape Clear, which fired some shot at her at so great a distance, that they fell considerably short. The Hannah shortened sail with a view to engage her; but when the Frenchman came so near her as to perceive that the chase was a Ship of force, she crowded sail, and sheered off. On the 22d of May, in latitude 50° 49′, longitude 68°, Captain Davis boarded an American Ship, Lane, from Martinique to Boston, which gave an account of the arrival from France of three French Frigates full of troops, at St. Pierre's, a few days before. This important intelligence was brought this morning to our Office by William Finlayson, Esq. a respectable Gentleman, who was a passenger in the Hannah, and was put on shore at Kinsale, by a Hooker, on Tuesday morning.—(*Cork Advertiser.*)

Tom Paine, like all the shallow politicians of the present day, considers the successful invasion of this country as a work by no means difficult. He has lately published a letter on this subject in one of the American papers, from which the following passage is extracted:

" The original plan formed in the time of the Directory (but now much more extensive), was to build 1000 boats, each 60 feet long, 16 feet broad, to draw about two feet water, to carry a 24 or a 36 pounder in the head, and a field-piece in the stern, to run out as soon as they touched ground. Each boat was to carry a hundred men, making in the whole one hundred thousand, and to row with twenty or twenty-five oars on a side. Buonaparté was appointed to command, and, by an agreement between him and me, *I was to accompany him, as the intention of the expedition was to give the people of England an opportunity of forming a Government for themselves,* and thereby bring about a peace. I have no reason to suppose this part of the plan is altered, because there is nothing better Buonaparté can do. As to the clamour spread by some of the English newspapers, that he comes for plunder, it is absurd; Buonaparté is too good a General to undiscipline and dissolute his army by plundering; and too good a Politician, as well as too much accustomed to great achievements, to make plunder his object. He goes against the Government that has declared war against him.

" As the expedition could choose its time of setting off, either after a storm, when the English Fleet would be blown off, or in a calm, or in a fog; and as thirty-six hours' rowing would be able to carry them over, the probability is, it would arrive, and when arrived, no Ship of the Line or large Frigate could approach it, on account of the shoalness of the coast. And besides this, the boats would form a floating battery, close in with the shore, of a thousand pieces of heavy artillery; and the attempt of Nelson against the Gun-boats at Boulogne shows the insufficiency of Ships in such situations. About two hundred and fifty Gun-boats were built, when the expedition was abandoned for that of Egypt, to which the preparations had served as a feint.

Imperial Parliament.

HOUSE OF COMMONS.

NAVAL DEBATES CONTINUED.

MONDAY, JUNE 25.

MR. ROSE moved the order of the day for the House taking into further consideration the report on the Liverpool East India Prize Goods Bill.

After a long conversation, in which various opinions were urged as to the le-

gality of permitting East India prize goods to be disposed of in Liverpool, instead of being brought as usual to the general market in the city of London, the several amendments suggested in the report were agreed to, and the Bill, with the amendments, were ordered to be engrossed, and to be read a third time to-morrow.

WEDNESDAY, JUNE 27.

Mr. *Jervis* moved that the order of the day be now read for the second reading of the Prize-Agency Bill. The order being read,

Mr. *Jervis* rose, and expressed his regret, that from the proceedings upon this Bill having been postponed so frequently from day to day, and from the many important objects for consideration which it involved, and the very advanced period of the Session, rendered it almost impracticable now to carry it into adoption. He had, however, the strong assurance that it was in the contemplation of his Majesty's present Ministers to bring forward, early in the next Session, another Bill, having similar objects in view; and for the present, therefore, he should move that this Bill be read the second time this day three months.

Sir *Charles Pole* expressed extreme regret that the Honourable Member should withdraw the Bill, even late as it was in the Session, when he reflected how very enormous and oppressive the grievances were, which that Bill was calculated to remedy, and how loudly and urgently they called for Parliamentary interference; and he thought, that whatever were the defects of the present Bill, they might be easily remedied in a Committee, rather than postponed till next Session; a measure so indispensably necessary to check a series of the most flagitious fraud and oppression, upon a gallant and meritorious set of men, the Officers and Seamen of our Navy. He had in his hand documents to shew some of the most flagitious instances of such fraud and oppression practised by the Prize-Courts and Prize-Agents in the West Indies, as were scarcely credible without the clearest testimony. A paper was sent to him from the West Indies by a gallant young Friend, now no more, the son of a worthy Member of this House, Admiral Davers; and this account stated, that upon the proceedings for the condemnation of 31 prizes, the produce of which was but 863,000l., the charges in the Prize-Court amounted to 51,000l.; and besides this, the charges for agency amounted to 50,000l. more! His gallant young Friend, Captain Davers, who wrote this account but a few hours before he expired, stated further, that he had been for a series of eight years endeavouring to obtain justice and the payment of the prize-money due to himself and his gallant Ship's companies, but in vain. Was this, he would ask, to be tolerated towards that loyal and gallant class of men who composed the British Navy, and whose bravery and endurance of every danger and hardship were so cheerfully and indefatigably exerted in the cause of the country? Or was it a case that should admit of delay, or be preceded by any other object for Parliamentary consideration? It was a question of public justice, and not of party, and therefore he saw the less pretence for postponing the adoption of the measure, and must sincerely regret it. He understood now, that his Majesty's Chancellor of the Exchequer had a measure in contemplation, for similar objects, to be introduced early in the next Session. He hoped its objects would be really similar, and not calculated to shelter peculation, in which case he would warmly oppose it. It might be said, with a view to palliate these grievances, that they had existed heretofore, but should not do so again; but this he considered no redress to those who had

been so flagrantly injured, and to whom justice and retribution was certainly due. The practices of which he now complained, were not confined to the West Indies; he had many instances to complain of in the Prize-Courts at home; and, amongst others, one case of a capture of twelve fishing boats, by the Isis, on the breaking out of the present war, of which the nett proceeds of sale were 1,000l., the charges of court fees and agency upon which were 579l.

Mr. *Dickenson* supported the motion for postponing the Bill, on the ground stated by Mr. Jervis; besides, the Bill had defects that were materially and radically objectionable; and it was seldom practicable to amend satisfactorily in a Committee, defects which were radical in the principles of a Bill, and which would be more easily obviated by bringing in a new Bill.

Sir *Wm. Elford* disliked the present Bill, because it was formed upon the illiberal and unjust principle of supposing all mankind thieves and robbers, and guarding against them as such. He would not deny, that in almost every class of society individuals might be found whose conduct and principles were disgraceful to the rank they filled; this might be the case with respect to the Prize Agents, and even with respect to Commissioners of the Admiralty: but was it therefore to be contended, that all were equally bad, and equally obnoxious to suspicion and severity? Another principle for which he disliked the Bill was, that it went directly to take away from four-fifths of the classes of men on board Ships of War, the right of appointing their own agents, and this for a reason that was pretty obvious.

Mr. *Francis* wholly disapproved of withdrawing the present Bill, and had heard no reason assigned for so doing, that appeared to him satisfactory, after the detail of frauds and grievances stated by the Honourable Gentleman who brought in the Bill, on its first introduction, and which called loudly for the speediest possible interference of Parliament.

Mr. *Jervis* explained, by repeating the motives he had already assigned.

The *Advocate General* said, there was no doubt whatever on the part of his Majesty's Government, that very flagitious frauds and grievances had existed in the West Indies, as stated by the Honourable Admiral; but it was not to be concluded, that because the present Bill was withdrawn, for the motives assigned by the Honourable Gentleman, in order to the introduction of another Bill, for similar purposes, early in the next Session, that Government had taken no steps to check the mischiefs complained of; the truth was, that Government had taken the most effectual means in its power, by lessening the number of prize-ports, limiting the fees payable in prize-courts, obliging the agents to pay into the offices of Government the net proceeds of the prizes sold by them; and thus taking out of their hands the temptation to protract proceedings, which a possession of the money was apt to create. Of the result of those measures he hoped there would be speedy and satisfactory accounts; and with respect to the circumstance of the twelve fishing boats stated by the Honourable Admiral, it did happen, that a copy of that very document was some days since laid before the principal Judge of the Admiralty Court, for his consideration; and that Learned Judge, and not Parliament, in the first instance, was the proper source whither to resort for redress, which, he was confident, that learned Judge would be ready to grant, if just; but which, if he refused, there would then be time enough to appeal to Parliamentary authority. He himself could, however, tell the Honourable Admiral, that the only fee charged in that Court on condemnation of those boats, was six guineas each, and that the remainder of the

expenses were incurred at out-ports, and by the expense of prize-keepers, as well as by separate proceedings by different owners, which could not occur if those Vessels had been one capture, and not different ones, at different times and places; under which circumstances, the expenses incurred were as great as if they had been twelve Indiamen.

Mr. *Burroughs* stated, that similar complaints existed, with respect to prizes captured in the East Indies; remonstrances upon which subject he knew had been long since submitted to Government; he wished therefore to ask, whether any instructions had been sent out on the subject?

Lord *Castlereagh* said, that from the complete annihilation of the enemy's commerce in the Indian seas, there could be little apprehension of inconvenience arising to our Ships from any captures to be made there. This answer, however, he admitted, was nothing to the purpose; but he could assure the Hon. Member, that the India Company had the matter in contemplation; and though no instructions were yet sent out, they would speedily be forwarded.

Mr. *Jervis's* motion was then put and agreed to.

JUNE 28.

Counsel were heard at the Bar against the Liverpool Prize Goods Bill; and after some conversation, it was read the third time and passed.

Mr. *W. Dickenson* gave notice, that he would, in the Committee of Supply, on Monday next, move for the production of additional Navy Estimates.

JULY 2.

In a Committee of Supply, Mr. Dickenson moved that the sum of 312,020l. be granted to his Majesty for the use of the Commissioners of the Navy, which, after a few words from Mr. Johnstone, was agreed to.

Law Intelligence.

COURT OF EXCHEQUER, June 27.

ADMIRAL BERKELEY v. WHITING AND OTHERS.

THIS was an action for a libel upon the character of Admiral Berkeley, which appeared in a weekly paper, called *The Royal Standard.* The action was against the Publisher and Proprietors. The libel was contained in a letter signed *An Old Sailor,* in which the Admiral is represented as "a shy cock," and acting upon the Hudibrastic principle of

> "He who fights and runs away,
> "May live to fight another day;"

and went on to accuse him of sculking when he commanded the Marlborough on the 1st of June, and running into the cock-pit, when he had only a bloody nose, by running one block (*i. e.* his head) against another.

Mr. Erskine made a most eloquent speech on the value of character, more particularly the character of public, military, and naval men. Having proved the libel, he called Captain Montague, First Lieutenant of the Marlborough on the 1st of June, and two Surgeons, who proved that Admiral Berkeley received a wound from a splinter in the action, which, of necessity, compelled him to go down below.

Mr. Dallas exerted himself for the defendants, and insisted it was not sufficiently clear, that the libel was meant to point to Admiral Berkeley, as he was not named, and the circumstances from which it was inferred it was intended to be levelled at him, applied to others equally with the plaintiff.

The Jury found a verdict for the plaintiff—Damages 1,000l.

COURT OF KING'S BENCH, JUNE 30.

HARVEY *v.* MILNE.

THE plaintiff, Admiral Sir Henry Harvey, was Commander in Chief on the Leeward Island Station in 1796, and the defendant commanded, under the Admiral, la Pique Frigate. Being off Demerara, Captain Milne was petitioned by the planters and merchants of that settlement to convoy their trade to St. Kitt's. Captain Milne did so, and arrived in Basseterre Roads on the 9th of August. These roads were exceedingly dangerous at that period of the year, no Ships remaining after the beginning of August, and the Captain proceeded to England with the convoy, having previously left dispatches for the Admiral, acquainting him with what he had done. In the month of October, when la Pique was coming up Channel with the convoy, she captured two Vessels belonging to the enemy, which were condemned as lawful prizes. Admiral Harvey, therefore, brought this action to recover one-eighth of the net proceeds, being 4251l. 4s. 8d.—By his Majesty's Proclamation of 1795, respecting captures, it is ordered that the Captain shall have three-eighths, "unless there be a Flag officer on board, or directing and assisting in the capture."

Mr. Gibbs was proceeding to address the Jury for the defendant, and to argue that the plaintiff could have no right in terms of the Proclamation; when Lord Ellenborough observed, that the matter at issue was now a mere question at law. He had an opinion on the subject, which, however, he should not state. His Lordship desired a special case to be drawn up for the opinion of the Judges.

Naval Courts Martial.

TUESDAY, MAY 22.

A COURT MARTIAL was held at Portsmouth, to inquire into the cause and circumstances of the loss of his Majesty's Ship Apollo, Rear-Admiral Sir I. Coffin, Bart. President. The Court agreed, that the loss of his Majesty's Ship Apollo was caused by her running on shore near Cape Mondego, on the coast of Portugal, on the 2d of April, by means of an error in her reckoning; but that no blame was imputable to the surviving Officers and Company for their conduct on that occasion, and did adjudge them to be acquitted.

SHEERNESS, JUNE 8.

The Court was composed of Rear-Admiral Rowley, President; Captains Martin, of the Glory; Mitchell, of the Zealand; Broughton, of the Penelope; Owen, of the Immortalite; and Seater, of the Leyden; Judge Advocate, Mr. G. Mauder.—The charges against Captain Campbell were for not having done his duty in an action with four Dutch Vessels off the coast of Norway.—On the opening of the Court, he was asked if he had any thing to say against his Officers, and he answered in the negative. On the Officers being severally interrogated, if they had any charge to prefer against any one on board, the First Lieutenant and the Lieutenant of Marines answered, Yes, against Captain Campbell; the Second and Third Lieutenants, Master, and Surgeon, replied in the negative.

The evidence of the First Lieutenant, which tended to criminate Captain Campbell, but which we decline giving, as we are not possessed of the whole of the reply to it, lasted five hours.

On Friday, June 9, the Court assembled on board the Amethyst, at the Little Nore, and the prisoner entered on his defence. After some deliberation, the Court pronounced the charges proved in part, and sentenced Captain Campbell to be discharged the Amethyst, and to be placed at the bottom of the list of Post Captains.

JUNE 9.

A Court Martial was held on Captain Le Gros, late of the Hindostan; when the Court pronounced him honourably acquitted, and gave him great credit for his conduct in smothering the fire at a distance of twelve leagues from the shore, which saved the lives of the crew.

Admiralty Sessions.

OLD BAILEY, JULY 2, 1804.

YESTERDAY a Session was held at the Old Bailey, for the trial of offences committed on the High Seas.

James Moodie and *George Booth* were indicted for the murder of Mr. George Spark, on the high seas, within the jurisdiction of the Admiralty.

Captain John Seater, of the Leyden Block-ship, was the first witness called on the part of the prosecution. He deposed, that his Vessel was, on the 20th of September last, at anchor in the south-west reach of the Swine, off the coast of Essex, when the deceased was killed in a duel by the prisoner Moodie, the other prisoner acting as his second. The deceased, George Spark, was a Midshipman on board the Leyden, and was about 19 years of age. He knew the two prisoners, they having been Mates of the same vessel. On the 20th of September, Mr. Spark came to the witness, and complained of the conduct of Moodie, in having seized and forcibly taken away the log-book, when he (Spark) was writing in it, or copying out of it. The witness, on hearing this, sent for Moodie, who alleged, as the reason for his behaviour, that the deceased had used abusive language to him. The witness dismissed them both, after a slight reprimand, and recommended to them a more peaceable conduct in future: he, however, was more severe upon Moodie than upon the deceased, as he thought him most in the wrong. He heard nothing more of their quarrel till betwixt the hours of five and six of the same evening, when the Officer of the Watch came to him and said, that the Boatswain had informed him, that Mr. Spark had shot himself in the Cock-pit, and that he had found a pistol lying by his side, with which it was supposed he had committed this rash action. The witness immediately desired Mr. Thomas Riddle, the Surgeon of the Vessel, to go down to visit the deceased, and the witness accompanied him: they found Spark lying quite dead upon the lower gun-deck. On examining the pistol which had been found lying by him, it was discovered to be charged with a small quantity of powder, without any ball, and to be upon half-cock. Another pistol was soon after found, and brought to the witness, and it appeared to him to have been recently fired; these pistols were about equal in length, being about ten inches in the barrel, and were called horse pistols, of the largest description. He saw Moodie at that time, but did not say any thing to him: when he had learnt farther particulars from others who had been witnesses of what had passed, he sent for him, and charged him with having fired his pistol at the young man Spark, and said to him, it was in vain to deny the fact. The prisoner answered, that he really was the unfortunate man, but added, that he had not the most distant idea that the pistol which he had fired was loaded with ball. He asked Moodie, who were present? to which he answered, that all his messmates were present; and when further questioned by the witness, he named Book, Sadler, Matthews, Sharp, and Wilson. The witness then sent for those people, and learned that the prisoner and the deceased had been engaged in a duel; that the other prisoner, Book, was second to Moodie, and that Mr. Wilson was second to the deceased. He then ordered Moodie and Book into custody; the latter of whom said, he thought the whole affair had been a mere sham, and that he did not imagine Moodie would have fired. Wilson, the other second, is since dead.

Mr. John Matthews, a Midshipman on board the Leyden, said, that he was in the gun-room on the day alluded to, and that Sadler, Spark, and Wilson,

were present with him, when the prisoner Moodie came down, and said, he had been complained of to the Captain: that some old grievances had been brought up, and he d—d and b——d his messmates who would thus tell tales. Moodie then took a glass of wine, and drank as a toast, "D — n to all such rascals." He (Moodie) then turned round to Mr. Spark, and addressing himself to him, said, "It was you I meant, Mr. Spark, and d—n me if you do not go into the coal hole this night." Moodie then called the attention of those around him, by saying to them, "Now, gentlemen, you'll observe, that in order that Mr. Spark may not have it to say that I being bigger and stronger than he, am inclined to take an advantage of him, I expect that he (Mr. Spark) will meet me." The witness thought that the prisoner was serious when he spoke thus, but he afterwards altered his opinion, from some expressions he heard the prisoner use. Spark made answer, that he should be very happy to meet him any where he pleased. Moodie then said, "Oh, very well," and walked out of the birth. The witness got up shortly after this and went down to the cock-pit, where he met with Moodie, Sadler, Sharp, and Wilson. Moodie having a pair of pistols in his hands, and two musket ball cartridges, addressed himself to Sadler and said, "Will you be the bearer of my challenge?" and then corrected himself by saying, "but it is not mine, it is his to me; do not laugh, and we'll have some fun." Sadler immediately went out, and called Mr. Spark, and about five o'clock they both came into the cock-pit birth. Moodie said to Spark, "I'll expect to meet you." The deceased answered by saying, "Very well." The prisoner then said to him, "Have you got your second?" to which he answered, "No." Moodie then said he had better get some person. Spark said he would take Mr Book. To this the prisoner replied, "Mr. Book happens to be mine." The deceased then said, he would take the Doctor, meaning Mr. Wilson, who stood near him. Moodie then held out the two pistols he had provided, and desired Mr. Spark to accept his pistol. Spark accordingly took one of them, and Moodie retained the other. The former gave his pistol to Mr. Wilson, and the latter gave his to Mr. Book. The witness perceived Mr. Wilson load the pistol that had been given to him with powder only, putting the ball behind him, as he (the witness) thought in his pocket. Book loaded the pistol which had been given to him with powder, but the ball being too large, would not fit. Sadler then went for a knife, and brought one, which he gave to Book, who cut the ball therewith, and beat it with a piece of wood: and while he was thus employed, he said, "D—n and b—t a pair of you," (meaning Moodie and Spark,) and laughed, as if the matter was not serious. While Book was loading the pistol, he thought he heard something dropped by him, which he (the witness) imagined was the ball. The pistols, when loaded in the manner described, were given to the parties, who, along with the others, went out of the birth. The witness was very unwell at the time, and therefore he went down to his bed, which was situated about two yards from the cock-pit. He heard Moodie say to Spark, "Will you own yourself in the wrong?" to which he answered, "No." Moodie then said, "Are you ready?" to which the deceased answered in the affirmative. The witness, though he had retired to his cabin, could plainly see both the pistols (though he only saw Moodie), they standing so close together that the pistols overreached each other when they were presented. The witness shortly after heard the report of a pistol, and saw Mr. Moodie run upon the deck, while the candle which was in the birth was extinguished by the explosion. The deponent then rose and went up to the gun-room, where he found the deceased lying dead upon the chest. Neither the deponent, nor any of those who were present before this unhappy event, had the smallest idea that any of the pistols were loaded with ball. Wilson, as well as Moodie, spoke as if they would have some fun. The witness had known Moodie twelve months, and never was sensible of any impropriety in his conduct.

The witness was here cross-interrogated by Mr. Serjeant Best, as to the name by which he knew Mr. Spark, it having been discovered in the indictment that his name was set down George Spark, when in reality he had two Christian names, and was generally known by George Yarle Spark. The deponent said, that he called Mr. Spark sometimes by the one and sometimes by the other of these names, but that the deceased always wrote his name George Yarle Spark.

The Counsel were proceeding to argue that this was a flaw in the indictment, but the objection was over-ruled.

Captain Seater being again called, was questioned as to the general characters of the prisoners, which, he said, were good.

Mr. John Matthews was again questioned, and said, that although he and the others present believed that the transaction was not intended to be serious, yet Mr. Spark did not seem to imagine it was a joke.

Mr. Thomas Sadler, Mate on board the Leyden, corroborated the preceding testimony, and owned himself to have been the bearer of the challenge to Mr. Spark, but he never thought the parties were serious. Moodie, when he asked him to bear the challenge, desired him not to laugh, otherwise he would spoil the fun.

John Birney, Boatswain, said, he was sitting in his cabin when he heard the report of the pistol; that he went up to the deceased, and found a pistol lying; he took it up and gave it to the watchman, who took it to the Captain. He afterwards saw it drawn, and there was no ball in it.

Robert Sharp, the Captain's Clerk, said, that after the event was over, Moodie came into the mess-room, and laid his head on the table, upon which the witness enquired of him what was the matter. He (Moodie) then lifted up his head and said, "Oh! he is gone." Soon after this Mr. Spark, the deceased, was brought into the gun-room. The deponent always thought that Moodie was a civil, humane, and well-disposed man, and never heard him express any enmity against the deceased.

Mr. Robert Riddle, Surgeon of the Leyden, deposed to the wound being the cause of the deceased's death. He had also seen the charge of the other pistol drawn in the Captain's Cabin, and it was only loaded with a small quantity of powder, and the pistol itself was on half-cock.

The prisoners were here called upon for their defence. Moodie alleged, that when he fired he did not know that the pistol was loaded. The other prisoner, Book, stated in exculpation, that when he loaded the pistol he did not imagine that Moodie ever had any idea of firing it.

Several witnesses were then called as to their characters, and all concurred in speaking favourably of them.

Sir James Mansfield addressed the Jury, and explained to them very particularly the nature and meaning of the words "*Malice aforethought,*" on which their verdict, in this case, was so much to depend. If they thought, from the whole evidence that had been adduced, that the pistol had been loaded by the one prisoner, and fired off by the other, with the malicious intention of killing, they should find them both equally guilty of *murder*. If, on the contrary, they were of opinion that no *malice afore-thought* existed, but that the circumstances were sufficiently proved to their satisfaction, they should find the prisoners guilty of *manslaughter*, as they (the prisoners) must certainly be said to have been guilty of gross negligence and carelessness, supposing them not to have been serious in the transaction.

The Jury, after retiring for some time, returned a verdict of—*Guilty of Manslaughter.*—The sentence pronounced by the Court was, that the prisoners should be fined 10l. each, and suffer six months' imprisonment.

Michael Sullivan was next brought to the bar, being charged with adhering to his Majesty's enemies on board le Jeune Henri, a French Privateer, on the high seas, he being a natural born subject of his Majesty. The prisoner, on being taken by the Tartar English Privateer, alleged that he was an American, but it was soon after discovered by his brogue that he was an Irishman, and that he was born near Tipperary. He said he had been taken prisoner by the French, but having made his escape, he got to Ferrol, where he entered as a seaman on board le Jeune Henri, supposing it to have been a Spanish Vessel, and had never discovered his mistake till the engagement took place, when he discovered the French colours flying.—*Not Guilty.*

Gazette Letters.

DOWNING-STREET, APRIL 27, 1804.

A Dispatch, of which the following is a Copy, was this Day received by the Right Honourable Lord Hobart, one of his Majesty's Principal Secretaries of State, from Captain Dickson, commanding his Majesty's Ship Inconstant.

His Majesty's Ship Inconstant, Goree, Africa, March 15, 1804.

MY LORD,

I BEG leave to acquaint your Lordship with the recapture of the island of Goree, and I have the honour to enclose you the Articles of Capitulation.

I have appointed Captain William Murray, the Senior Officer of the African corps, Commandant of Goree, until his Majesty's pleasure is known; and as I had not any directions relative to the cargo of the Eagle Store-ship, I took the liberty to open the letter addressed to Colonel Frazer, from your Lordship, and have given it to Captain Murray, and ordered him to follow, as close as possible, the directions contained therein. The very ample supply of stores and provisions this Vessel appears to have brought out, and the great strength of the garrison at present, enables me to assure your Lordship of its perfect security.

Mr. Charles Pickford, my First Lieutenant, an intelligent and deserving Officer, and whom I beg leave to recommend to your Lordship, will have the honour of presenting this letter. He will be able to inform you very fully of every particular relative to Goree and its dependencies.

I hope the arrangement I have made will meet your Lordship's approbation.

I have the honour to be, &c.

Right Hon. Lord Hobart,
&c. &c. &c.

EDW. STERLING DICKSON.

Articles of Capitulation between Lieutenant Charles Pickford, of his Majesty's Ship Inconstant, on the Part of his Britannic Majesty, and Citizen Montmayeur, Resident Commandant of the Island of Goree, for the French Republic.

Art. I. The French garrison at the island of Goree shall be allowed to leave it, drums beating, and with the honours of war.

Art. II. The effects, baggage, and arms of the troops, shall be given up to them, as well as the private property of the Officers, the Commandant of the Garrison, Officers of Administration, Guards of Artillery, and other public employments.

Art. III. The convalescents and sick, in a state to be sent to Senegal with the troops, also such French citizens as wish to leave the island, with their property, shall be permitted to enjoy the same privilege.

Art. IV. The Vessels, stores of all kinds, guns, muskets, powder, bullets, &c. shall be put in the possession of Lieutenant Pickford, with the forts, batteries, barracks, hospitals, and all the dependencies of the island, and thereunto belonging.

Art. V. The property of the Inhabitants, of what nature soever, shall be respected and preserved.

Done at Goree, this 8th of March, 1804.

(Signed) C. PICKFORD, Lieutenant.
(Signed) MONTMAYEUR.

A true copy of the original in my possession,

(Signed) EDW. STERLING DICKSON.

ADMIRALTY-OFFICE, APRIL 24.

Copy of a Letter from Captain Edward Sterling Dickson, Commander of his Majesty's Ship the Inconstant, to William Marsden, Esq. dated at Goree, March 15, 1804.

SIR,

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, of the arrival of his Majesty's Ship under my command, and the Vessels named in the margin *, off the island of Goree, on the morning of the 7th of March: but conceiving it possible that it might be in the possession of the enemy, (although English colours were hoisted on the citadel, and sentinels cloathed in red placed on the different batteries,) I brought to with the convoy, and directed Mr. Charles Pickford, my First Lieutenant, to proceed on shore in the Cutter, and if he found it in the hands of the English, to make the signal I established for that purpose. At sun-set, not any signal having been made, nor the appearance of the boat, I came to anchor with the convoy a little out of gun-shot; and deeming it highly necessary to gain some information with respect to the situation of the Garrison, I ordered, at ten o'clock, P. M. three boats, manned and armed, under the direction of Mr. Runciman, Midshipman, to proceed into the harbour, and cut out any of the Vessels he could find, which he did in a gallant manner, by bringing out a Ship, under a heavy fire from the batteries, which sunk our cutter and wounded one man. From her I learned, that the French had been in possession of Goree since the 18th of January, and that they had three hundred white and black troops in the garrison.

On the 8th instant, at day-light, I weighed and stood to the westward of the island, to prevent any succours being thrown in by sea from Senegal; and, on the evening of the same day, being determined to attack it, having ordered scaling-ladders to be made for that purpose, at nine, P. M. anchored, and ordered all the boats of the convoy to be sent on board the Inconstant, and after embarking as many troops as they could possibly stow, I found they would not carry a sufficient number to promise success; I therefore postponed the attack until the arrival of one of our convoy, which was in sight, standing into the bay, as her three boats could carry from thirty to forty more men; at daylight in the morning of the 9th instant, we were agreeably surprized by seeing the English colours hoisted over the French, and shortly after I received information from Lieutenant Pickford, that the garrison had capitulated with him: I instantly stood into the harbour with the convoy, anchored, and disembarked the troops. Conceiving it of importance that his Majesty's Ministers should be made acquainted as soon as possible with the recapture of this island, I have purchased a small brig, and sent my First Lieutenant, Mr. Charles Pickford, an intelligent and deserving Officer, to England, who will have the honour to present my dispatches; and I beg leave to recommend him in the strongest manner to their Lordships' favour.

I have appointed Captain William Murray, senior Officer of the troops, to be Commandant of Goree, till his Majesty's pleasure is known; and Mr. William Arnold, Master's Mate, to be Lieutenant of the Inconstant, *vice* Pickford, and hope it will meet their Lordships' approbation.

The moment I can get a sufficient supply of water and provisions landed, and put the island into a proper state of defence, I shall proceed, and put their Lordships' orders into execution.

I cannot conclude my letter without assuring their Lordships, that the greatest cordiality existed between the Officers, Seamen, and Soldiers; and, had an attack been found necessary, from the handsome manner they volunteered their services, I am persuaded they would have done honour to their country.

Enclosed are the Articles of Capitulation †; and the account of the Ordnance and Military Stores found in the Garrison.

I have the honour to be, &c.

E. S. DICKSON.

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* Eagle Store-ship, Hamilton, Venus, Jenny. † See preceding page.

A List of Ordnance on the Island of Goree, when taken possession of by the English, March 11, 1804.

Beach Battery.—1 nine-pounder; 1 six-pounder, the carriage out of repair; 3 four-pounders; 76 shot for the nine-pounders, the platform out of repair; 1 lent-stock; 21 shot for the 3 four-pounders; 11 rounds of case shot, for the nine-pounders; 17 cases of shot for the 3 four-pounders; 20 rounds of shot for the six-pounders; 2 sponges; 20 hand-spikes.

North-point Battery.—4 twenty-four-pounders; 1 nine-pounder; 5 sponges; 19 hand spikes; 1 worm, the carriages of the twenty-four-pounders out of repair; 50 shot for the twenty-four-pounders; 22 small shells; 13 rounds of double-headed shot, for the twenty-four-pounders; 29 rounds of grape shot; 4 pounds of case shot; 126 rounds of nine-pounds of bar shot for the nine-pounders.

Flag-staff Battery.—2 nine-pounders; 2 three-pounders; 2 two-pounders, mounted; 1 eighteen-pounder and 1 three-pounder, dismounted; 158 rounds of shot for the 2 nine pounders; 144 rounds of shot for the eighteen pounders; 6 rounds of case-shot for the eighteen-pounders; 31 bar shot for the eighteen-pounders; 14 rounds of case shot for the nine-pounders; 17 rounds of grape; 4 sponges; 1 lent-stock; 12 handspikes; 1 ladle; 1 worm; 1 powder-horn; 7 trucks; 5 wheels for traversing carriages; 2 barrels of powder and part of another, and 4 small kegs, in the Magazine in the Flag-staff Battery; 6 measures of different sizes; 22 barrels of powder, and 5 small kegs, in the Great Magazine.

The Castle Battery out of repair.

South-point Battery.—1 nine pounder; 4 handspikes; 52 round shot for the nine-pounder.

Five-gun Battery.—4 twenty-pounders; 1 eighteen-pounder; 20 handspikes; 5 sponges; 2 ladles; 1 lent-stock; 1 eight-inch mortar; 300 round shot for the twenty-four pounders; 20 rounds of case-shot; 16 rounds of grape-shot; 126 round-shot for the eighteen-pounder; 5 shells; 17 rounds of bar-shot for the twenty-four-pounders; 11 rounds of bar-shot for the eighteen-pounder.

Seventy-one rounds of double-headed shot; 1067 rounds of round-shot; 72 rounds of case-shot, 62 rounds of grape-shot; 27 rounds of shells.

M. MURRAY, Captain,
commanding the Island of Goree.
J. SIMPSON, Act. Commissary.

ADMIRALTY-OFFICE, APRIL 28.

Copy of a Letter from Rear-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated March 9, 1804.

SIR,

Herewith I transmit you, for the information of the Lords Commissioners of the Admiralty, various letters of Privateers captured by the Squadron under my command.

La Superieure also captured and destroyed the Barge le Mardigras, with two guns and twenty-four white men.

I am, &c.

J. T. DUCKWORTH.

His Majesty's Schooner la Superieure, Island of Gouane, East six or seven Leagues, Feb. 6, 1804.

SIR,

I have the honour to inform you, that this morning, at ten o'clock, his Majesty's Schooner under my command chased the French Privateer Schooner Serpent, which was captured after a chase of two hours.

I have, &c.

(Signed) W. C. FROMOW.

Rear-Admiral Sir J. T. Duckworth, K.B. &c. &c. &c.

La Desirée Cumberland-Harbour,
February 24, 1804.

SIR,

Since my letter of the 18th instant, Lieutenant Bream, with the boats of his Majesty's Ship under my command, succeeded in capturing, after a chase of one hour and a half, la Jeune Adele French Row-boat Privateer, armed with muskets and two swivels, with twelve men, four of whom escaped, and one killed in the contest; was out thirty-two days from Guadaloupe, and had made two captures, one of which was retaken by la Desirée last cruise. In this affair I am sorry to say we had one man killed and three slightly wounded.

I have the honour to be, &c.

HENRY WHITBY.

Rear-Admiral Sir J. T. Duckworth, K.B.
&c. &c. &c.

His Majesty's Sloop Stork, Port Royal,
Jamaica, Feb. 28, 1804.

SIR,

I have the pleasure to acquaint you, that his Majesty's Sloop under my command, on the 24th instant, fell in with and captured, after a chase of two hundred and sixty-five miles, the French National Schooner Coquette, of two guns and ninety-five men, commanded by Lieutenant de Vaisseau Bouchet, going with dispatches from New Orleans to Guadaloupe; her passage to which place had been repeatedly interrupted by different Ships of the Squadron.

I have the honour to be, &c.

(Signed) GEORGE LE GEYT.

Rear-Admiral Sir J. T. Duckworth, K.B.
&c. &c. &c.

Copy of another Letter from Rear Admiral Sir John Thomas Duckworth, K. B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated the 10*th instant.*

SIR,

I transmit, for the information of the Lords Commissioners of the Admiralty, a list of Ships and Vessels captured and destroyed by the Squadron under my command since the last return by Revolutionaire.

I am, &c. J. T. DUCKWORTH.

A list of Vessels captured, detained, and destroyed, by his Majesty's Ships and Vessels employed at and about Jamaica, the Bahama Islands, &c. under the Orders of Sir John Thomas Duckworth, K.B. Rear-Admiral of the Red, Commander in Chief, since the Return by Revolutionaire in December 1803.

French Schooner Rosalle, laden with saltpetre and lignum vitæ: captured by the Vanguard, December 22, 1803.—Grant and Co. agents.

French Schooner St. Rosario, in ballast: captured by ditto, same date, and the same agents.

American Snow Antelope, of eight men and one hundred and fifty-five tons, laden with provisions, dry goods, wine, staves, hoops, and sundries: captured by the Æolus, February 1, 1804.—B. Waterhouse and Co. agents.

French Schooner Serpent, of one gun, sixty men, and sixty tons, in ballast: captured by la Superieure, February 6, 1804: the same agents.

Danish Sloop Anna, of six men, laden with sundries: detained by la Desirée, February 19, 1804; the same agents.

American Brig Kitty, of two hundred and eight tons, laden with sundries: detained by ditto, February 20, 1804; the same agents.

Danish Schooner Friends, of sixty-eight tons, in ballast: detained by ditto, February 21, 1804; the same agents.

French Felucca la Jeune Adele, of two Swivels and twelve men: captured by ditto, same date, and the same agents.

French Schooner Coquette, of two guns and ninety-five men, commanded by a Lieutenant de Vaisseau: captured by the Stork, February 28, 1804; the same agents.

English Sloop Phœnix, from Bermuda: recaptured by la Superieure; same date, and the same agents.

French Barge la Mardigras: sunk by ditto; the crew sent to Jamaica; same agents.

J. T. DUCKWORTH.

ADMIRALTY-OFFICE, MAY 1, 1804.

The following are Copies of Letters which have been received at this Office from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands.

Centaur, Diamond Rock, off Martinique, February 6, 1804.

SIR,

I have the satisfaction to acquaint you, for the information of the Lords Commissioners of the Admiralty, of the capture of the Curieux French Corvette, early in the morning of the 4th instant, of 16 long French six-pounders, and had on board upwards of one hundred men when attacked by four boats of the Centaur, containing 60 seamen and twelve marines, under the command of Lieutenant Robert Carthew Reynolds; she was lying close under Fort Edward at the entrance of the Careenage, Fort Royal Harbour, Martinique: he boarded on the quarters in a most gallant manner, and was well aided by Lieutenant Bettesworth, and Mr. Tracey, my Secretary, with the other Officers and men; the enemy made a warm resistance at the first onset, but the spirited and superior valour of this brave Officer and his supporters drove them forward, where a second stand was made, which was carried with equal gallantry: her Captain, Cordier, leaped overboard, after receiving two sabre wounds, and saved himself, with some of the men, in a boat that lay under her bows, and got on shore; only one French Officer escaped being either killed or wounded, and he was below. Fortunately this brilliant service was performed with only the enclosed list of wounded in the boats. I am sorry to add, Lieutenant Reynolds is of the number, severely, with five wounds; also Lieutenant Bettesworth and Mr. Tracey, though not badly.

I have the honour to be, &c.

Sir Evan Nepean, Bart. SAM. HOOD.

List of wounded in the Centaur's Boats.

Three Officers and six Seamen, one of which is since dead.

In the Curieux.

Forty killed and wounded.

Centaur, Diamond Rock, off Martinique, Feb. 21, 1804.

SIR,

I have the honour to enclose you, for the information of the Lords Commissioners of the Admiralty, two letters from Captain Nourse, and two from Captain Shipley, of his Majesty's Sloops Cyane and St. Lucia, stating the capture of four of the enemy's Privateers. I cannot too much commend the activity of those Officers in their exertions in the protection of the trade.

I have the honour to be, &c.

Sir Evan Nepean, Bart. SAM. HOOD.

His Majesty's Sloop Cyane, at Sea, Jan. 27, 1804.

SIR,

I beg leave to inform you, his Majesty's Sloop under my command, in the lat. 15° 23′ North, long. 60° 30′ West, captured l'Harmonie, French Privateer Schooner, of twelve guns and eighty-two men on board; out thirty four days from Guadaloupe, and had taken the Mercury, a Scotch Ship, last from New York, laden with lumber, provisions, &c. bound to Demerara.

I am, Sir, &c. JOSEPH NOURSE.

N. B. The Mercury recaptured by the Hippomenes.

To Commodore Hood, &c. &c. &c.

His Majesty's Sloop St. Lucia, Barbadoes, Jan. 28, 1804.

SIR,

I beg leave to inform you, that on the 25th, being off the Granadines, I captured le Furet, a fast-sailing Privateer, of four guns and forty-five men, belonging to Guadaloupe. After landing the prisoners I shall prosecute your orders.

I have the honour to be, &c.

CONWAY SHIPLEY.

To Samuel Hood, Esq. Commodore and Commander in Chief, &c. &c. &c.

His Majesty's Sloop St. Lucia, Carlisle Bay, Feb. 18, 1804.

SIR,

I have the pleasure to inform you, that on the 16th inst. his Majesty's Sloop under my command captured, off Grenada, le Bigou French Privateer, of six guns and sixty men, twenty of which she had put in prizes as per margin.

I have the honour to be, &c.

CONWAY SHIPLEY.

Good-Intent Brig, from Barbadoes to Demerara, since retaken by the Guachapin.

Fanny Schooner, from Demerara to Barbadoes.

To Commodore Hood, &c. &c. &c.

His Majesty's Sloop Cyane, at Sea, February 14, 1804.

SIR,

I beg leave to inform you his Majesty's Sloop under my command fell in with, and, after a chase of eight hours, captured le Recompence French Schooner Privateer, of ten six-pounders and seventy men, out fifty-five days, and had captured the Mariana *, from Glasgow, bound to Barbadoes. The Recompence was taken about thirty leagues to windward of Barbadoes; her guns thrown overboard during the chase.

I am, Sir, &c.

JOSEPH NOURSE.

To Commodore Hood, &c. &c. &c.

Centaur, Diamond, off Martinique, Feb. 27, 1804.

SIR,

I beg leave to enclose you copy of a letter I have received from Lieutenant Carr, commanding his Majesty's Schooner l'Eclair, giving an account of a most spirited action he fought in the said Vessel, of ten guns and sixty men, against the Grande Decide French Ship Privateer, of twenty-two guns and two hundred and twenty men, out of Guadaloupe. I cannot sufficiently extol the brilliant and gallant conduct of this Officer and crew.

I have the honour to be, &c.

To Sir Evan Nepean, Bart. SAM. HOOD.

His Majesty's Schooner l'Eclair, Tortola, February 10, 1804.

SIR,

I have the honour to acquaint you, that on my return from convoying the Packet to the northward in his Majesty's Schooner under my command, on the 5th instant, at three P.M., the island of Tortola bearing South, distant about sixty-eight leagues, saw a strange sail to the southward: suspecting her to be an enemy, made all sail in chase; at half past three observed her to be a Ship standing towards us; at four made the signal No. 275 to her, which not being answered, shortened sail and cleared for action; at half past four, being within musket-shot on our weather-bow, she hauled up her courses, hove to, and

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* Retaken by the Heureux.

hoisted French National colours, when I discovered her to be a Ship apparently just out of port, mounting twenty-two guns, and conclude, from the number of men seen on her decks, as also her tops, there could not be less than 200. When we came within pistol-shot, she commenced the action by firing her larboard broadside and a heavy fire of musketry, which we returned with the weather broadside and musketry; wore round, hove to, and fired the starboard broadside; the fire was kept up without intermission on both sides until a quarter past five, when the enemy began to slacken her fire, filled, bore up, and endeavoured to rake us; but upon observing our preparations to board her, by manning the rigging, she ceased firing, and made all sail to the northward, on which we filled and made sail after her, keeping up a fire of musketry; at seven found she was getting fast away; at half past eight lost sight of her; seeing there was no possibility of coming up, at ten gave over the chase, found great part of the standing and running rigging shot away, the bulwark, masts, yards, &c. much damaged. One marine killed, and four seamen wounded, though the loss on the part of the enemy, I believe, from their apparent confusion, must be greater.

And, Sir, when I reflect on the great superiority of the enemy in point of force, I cannot say enough in praise of those brave Officers and men I have the honour to command, and from whose gallant conduct and zeal on the occasion, particularly when ordered to prepare to board, I felt perfectly confident of carrying the French Ship in a few minutes, on the second attack, had not her superior sailing frustrated our intentions.

I should feel unmindful of my duty, was I to omit representing to you the great assistance I received from Mr. Salmon the Master, on this, as well as on every other occasion.

I have the honour to be, &c.

Commodore Hood, Commander in Chief, W. CARR.
&c. &c. &c.

P. S. Upon my arrival at Tortola, I had information of the exact particulars of the French Ship from the President, which he assured me was well ascertained at St. Thomas's, from which place she sailed on the 4th instant, about twenty-eight hours before we fell in with her. She proves to be the Grande Decide, Captain Guay, from Guadaloupe, carrying twenty-two nine-pounders, and two hundred and thirty men, eighty of which were soldiers.

Centaur, Carlisle Bay, Barbadoes,
March 7, 1804.

SIR,

The enclosed is a copy of a letter I have received from Captain Bland, of his Majesty's Ship Heureux, giving an account of the capture of a French Privateer to windward of Barbadoes, with which I beg you to acquaint the Lords Commissioners of the Admiralty.

I have the honour to be, &c.

Sir Evan Nepean, Bart. SAM. HOOD.

His Majesty's Ship l'Heureux, at Sea,
February 26, 1804.

SIR,

I beg to inform you, that this day, in the latitude of Barbadoes, and forty leagues to windward, his Majesty's Ship under my command fell in with, and, after a long chase, took possession of the French armed Schooner Flebustier, pierced for fourteen guns, had six French sixes, and 68 men on board; she is new, sails remarkably fast, and was stored for a long cruize, from Guadaloupe; out fifteen days, and I could not learn she had made a capture.

I am, Sir, &c.

LOFTUS OTWAY BLAND.

Commodore Hood, Commander in Chief,
&c. &c. &c.

Centaur, Carlisle Bay, Barbadoes,
March 22, 1804.

SIR,

I beg leave to enclose you, for the information of the Lords Commissioners of the Admiralty, an account from Captain O'Bryen, of his Majesty's Ship

Ship Emerald, and Lieutenant Forrest, of the capture of the Mosambique French Schooner Privateer, of 10 eighteen-pounder carronades, from under the batteries, near the Pearl, which was executed in a most spirited and steady manner by Lieutenant Forrest, and those that accompanied him in the Fort Diamond, on this service.

I also send copy of a letter from Captain Ferris, acting in his Majesty's Ship Blenheim, giving an account of two boats of that Ship, under Lieutenant Furber, attacking the Curieuse French National Schooner, moored, and, I have since learned, chained to the beach, under a battery at St. Pierre's.

I likewise subjoin the copy of a letter from Lieutenant King, First of this Ship, now acting in his Majesty's Sloop Drake, to Captain Nash, commanding the blockade of the north part of the island of Martinique, giving an account of his carrying, with thirty men only, the Fort at Trinité, when opposed to much superior force.

I have the honour to be, &c.

William Marsden, Esq. SAM. HOOD.

His Majesty's Sloop Drake, off Trinité,
SIR, *February 25, 1804.*

I have the honour to acquaint you, that on the night of the 19th instant, Lieutenant Compston, and Mr. Robson, Master, voluntarily offered to bring out of the harbour of Trinité, three American Vessels, that were taking in cargoes, in defiance of the blockade, which they attempted in a very gallant manner, having possession of two Brigs and a Schooner, under the fire of the fort, for a considerable time, but from having no wind, could succeed only in bringing out the Schooner.

The anchorage being within pistol shot of the fort, I saw no probability of success if another effort was made, unless the fort was reduced; for which purpose I, last night, landed with thirty men, including nine marines, and succeeded in spiking the guns, three thirty-two pounders, and two field-pieces, which commanded the entrance into the fort.

I am sorry to add, one Seaman expired from his wound this morning, and that Lieutenant Compston and one Seaman are each wounded in the arm, but are doing very well, which are all that were hurt on the occasion.

I have the honour to be, &c.

Captain Nash, &c. &c. &c. SAM. W. KING.

SIR, *Blenheim, March 5, 1804.*

I beg leave to acquaint you, two boats (the Barge and Pinnace) of his Majesty's Ship under my command, with fifty Officers and men, under the orders of Lieutenant Furber, on the night of the 4th, made a most gallant, but unsuccessful attempt, to cut out a French National Schooner, laying close under a fort at the town of St. Pierre. She had made formidable preparations; her boarding nettings being traced up to the lower mast heads, and so fastened, that it was almost impossible to get in, and her sweeps rigged out on each side: notwithstanding all this, and the Beach lined with soldiers, the forts, an armed Sloop, and several other small Vessels near, keeping up a heavy fire of guns and musketry, those brave Officers and men in the two boats persevered, and cut her cables, but it being perfectly calm, she swung and grounded on the beach, when all hopes of bringing her out were given up, and from the number killed and wounded, as per enclosed list, the Commanding Officer very properly ordered the boats off.

I lament sincerely our loss; but I trust you, Sir, will think the character of British Seamen was well supported on this occasion, for surely never was greater spirit displayed.

I have the honour to be, &c.

Commodore Hood, Commander in Chief, W. FERRIS.
&c. &c. &c.

A List of Officers and Men killed and wounded in the Blenheim's Boats.

One Seaman and 2 Marines, killed; 5 Officers, 11 Seamen (three of which severely), and 3 Marines, wounded; 3 Seamen, missing.

Off St. Pierre, Martinique, Emerald,
March 13, 1804.

SIR,

I have the honour to enclose you a letter I have received from Lieutenant Forrest, First Lieutenant of his Majesty's Ship under my command, who I this morning sent, accompanied by thirty Volunteers, on board the Fort-Diamond armed Sloop, with directions to work to windward seas, to enable the Sloop to weather the Pearl Rock, and to bear down on an armed Schooner, which had, finding it impossible to get into St. Pierre's, (this Ship being to leeward,) anchored close in shore, under the cover of the battery at Seron. I at the same time sent the boats of this Ship in a different direction, in order to take off the attention of the battery from the manœuvre in contemplation, to be performed by Lieutenant Forrest.

It affords me particular satisfaction to bear testimony to the handsome and gallant manner in which this service was performed, Lieutenant Forrest having laid the National Schooner on board under a heavy fire from her and the battery.

In the performance of this service great judgment was exhibited, as, by the mode of doing it, a chain, by which she was fastened to the shore, was broke, twenty feet of which is now hanging to the Schooner's bow. The crew of this Vessel, finding it impossible to withstand British intrepidity, jumped overboard and swam ashore, which they were enabled to do from her being moored close to it.

It affords me particular pleasure to inform you, Sir, that this gallant service was performed without any loss on our part, two men only being slightly wounded. I have been rather more circumstantial in this detail, than perhaps the mere capture of a Privateer justifies, but I feel I should not do justice to the gallant conduct of Lieutenant Forrest, the judgment he exhibited, the brave and cool conduct of the petty Officers and men under his command, which he speaks of in high terms, had I neglected relating every circumstance that took place, which has excited admiration and emulation in the breast of the spectators; and, Sir, I must beg to add, that the general conduct of this Officer, ever since he has been under my command, has been such as to entitle him to my approbation. This captured Schooner, whose name I can only guess at from a letter found on board, the only paper left, is the Mosambique, commanded by Citizen Vallentes, pierced for fourteen guns, ten carronades (eighteen-pounders) only mounted; she is from Guadaloupe, and is fitted for a three-months' cruize, to all appearance perfectly new, copper bottomed and fastened, sails apparently well, and seems calculated for the King's service.

His Majesty's Ship the Pandour hove in sight, and closed in sufficient time to send two boats to join in the diversion intended to be made by those from the Ships.

I have the honour to be, &c.

JAMES O'BRIAN.

S. Hood, Esq. Commodore and Commander in Chief, &c. &c. &c.

SIR, *Fort Diamond, March* 13, 1804.

I have the honour to inform you, that acting according to your directions, in his Majesty's armed Sloop Fort-Diamond, I had the good fortune to succeed in bringing out the enemy's Privateer Schooner Mosambique from under the batteries contiguous to the Pearl; she is pierced for fourteen guns, and mounted with ten eighteen-pounders: on seeing us determined to board, her crew deserted her, after discharging her broadside and musketry; and I observed about sixty whites and blacks in the water after I had gained possession; but as you were an eye-witness to the service, I can do no more than recommend the Officers and men you did me the honour to place under my command to your most particular notice, for their gallant and intrepid conduct, while standing through the enemy's fire, and their activity and orderly behaviour after possession. I found her secured with two cables and a chain to the shore; the former we cut, and the latter she fortunately broke by the shock in boarding. I have the happiness to inform you, that we have suffered no loss.

Mr. Hall, Mate, and —— Ewen, Seaman, wounded.

I have the honour to be, &c.

THO. FORREST.

To James O'Brien, Esq. Captain of his Majesty's Ship Emerald.

ADMIRALTY-OFFICE, MAY 12, 1804.

Extract of a Letter from Vice Admiral Rainier, Commander in Chief of his Majesty's Ships and Vessels in the East Indies, to Sir Evan Nepean, Bart. dated in Bombay Harbour, December 10, 1803.

SIR,

The Maria Francoise, a French Transport, laden with ordnance stores, and provisions, has been captured by his Majesty's Ship Sheerness.

Copy of another Letter from Vice-Admiral Rainier, Commander in Chief of his Majesty's Ships and Vessels in the East Indies, to Sir Evan Nepean, Bart. dated at Bombay, December 14, 1803.

SIR,

I herewith enclose, for their Lordships' information, a list of the captures made by his Majesty's Squadron under my command; and have the honour to be, &c. PETER RAINIER.

A List of the Ships of the Enemy taken, destroyed, and recaptured, by his Majesty's Ships under the Command of Vice-Admiral Rainier, in the East Indies.

Batavian Brig d Haaje, of 6 guns, 33 men, and 246 tons: taken by the Caroline off Cape ———, August 2, 1803.

Batavian Ship Henerica Johanna, of 6 guns, 26 men, and 473 tons, laden with sugar, coffee, arrack, &c.: taken by ditto off ditto, August 3, 1803.

French Ship Phœnix, of 160 tons, laden with pepper, spices, and bale goods: taken by the Victor off Frier's-Hood, September 4, 1803.

French Ship Petite Africaine, of 28 men and 160 tons, in ballast: taken by the Caroline off ditto, September 7, 1803.

French Brig Maria Francoise, of 250 tons, laden with field artillery, ordnance, stores, and provisions: taken by the Sheerness off ditto, September 8, 1803. PETER RAINIER.

ADMIRALTY-OFFICE, MAY 19, 1804.

Copies of Letters from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels in the Leeward Islands, to William Marsden, Esq.

Centaur, Carlisle Bay, Barbadoes, March, 1804.

SIR,

I beg leave to enclose you, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Lieutenant Carr, commanding his Majesty's armed Schooner l'Eclair, giving an account of the cutting out an enemy's Privateer by Mr Salmon, the Master, and ten men, in a boat, from under the batteries of la Hayes, Guadaloupe.

I have the honour to be, &c.

W. Marsden, Esq. SAM. HOOD.

His Majesty's Schooner l'Eclair, St. John's Roads, March 10, 1804.

SIR,

It is with great pleasure I have the honour to acquaint you, that on Tuesday the 5th instant, at two P. M passing Englishman's-Head, Guadaloupe, in his Majesty's Schooner under my command, I discovered a Schooner standing to the northward; on drawing near her she hoisted a red pendant, stood into the Hayes, and anchored close under the batteries. On standing in I discovered her to be a French Privateer full of men. The wind blowing fresh on shore from the westward prevented my sending the cutter to attack her. At seven, still laying off the Hayes, it fell calm. I then proposed sending the Cutter to attempt her, when Mr. Salmon, the Master, volunteered this service, to which I consented, from the knowledge I had of his resolution and good conduct on former occasions; and I hope, Sir, you will be of opinion he merits the confidence placed in him. The boat containing only ten men, himself, and the

Surgeon, who was also a volunteer. At two A. M. the boat returned, having captured and brought out the Privateer, who commenced firing on them, as also the batteries, immediately on their entering their harbour ; the boat persevered, boarded, and carried her, after a stout resistance of ten minutes from the crew, consisting, when boarded, of forty-nine men, well prepared to receive them, and obliged afterwards to tow and sweep her out in a dead calm, under a heavy fire from the enemy's batteries, as also the musketry from the shore : the Master assures me that the very gallant conduct of the men, together with the assistance of the Surgeon, in opposition to all difficulties, enabled him to execute this service. She proves to be la Rose Schooner Privateer, carrying fifty men, well armed; and one long brass nine-pounder ; sails extremely fast, well found, and victualled complete for three months for fifty men; just going on a cruize.

I am happy to add that no loss has been sustained on the part of the boat. On the part of the enemy five men killed and ten wounded, four of whom jumped overboard, including the Captain, who was wounded on the first of the attack.

I have the honour to be, &c.

To Samuel Hood, Esq. Commodore and Commander in Chief, &c. &c. &c. W. CARR.

Centaur, Carlisle Bay, Barbadoes, March 28, 1804.

SIR,

I beg leave to enclose you, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Younghusband, of his Majesty's Sloop Osprey, giving an account of a most spirited action he fought with the Egyptienne, a French Frigate of thirty-six guns, and two hundred and sixty men, which must certainly have fallen to his superior skill and bravery, had not she availed herself of her sailing to get away. Captain Younghusband's gallant conduct, with that of his Officers and men, against such superior force, merits my warmest applause.

This Ship was formerly the Railleure, and given to the Merchants of Bourdeaux, to fit out as a private Ship of War; she had made several captures, one of which has been retaken by the Hippomenes.

I have the honour to be, &c.

W. Marsden, Esq. SAM. HOOD.

His Majesty's Sloop Osprey, Barbadoes, March 28, 1804.

SIR,

I beg leave to inform you, that on the 23d instant I discovered four sail to the S. W. quarter ; I immediately chased, and upon nearing them, I found them to be a large Frigate and three Merchant Ships ; upon coming within hail of the Frigate, she hoisted French colours, and fired her broadside, which was instantly returned, and the two Ships continued in close action for an hour and twenty minutes, when the enemy ceased firing and began to make off, and her convoy to separate on different courses ; I then found with regret, that she outsailed the Osprey under her topsails upon the cap ; I however continued the chase, firing our bow-chasers as long as they could reach, but we lost sight of her during the night.

The French Ship's sails, rigging, and hull, were very much cut; the Osprey has also suffered very much in her sails and rigging ; and I am sorry to add, that we have one man killed and sixteen wounded.

Lieutenant Collier, the Officers, and Ship's Company, behaved with the greatest bravery and activity.

I have further to inform you, that on the 25th, the Osprey and Hippomenes retook the Ship Reliance, and I am informed from the French Prize-master, that the Ship the Osprey engaged, was the Frigate Egyptienne, fitted out as a Privateer by the Merchants of Bourdeaux, mounting 36 guns, and having on board 255 men.

I am, Sir, &c.

G. YOUNGHUSBAND.

To Samuel Hood, Esq Commodore and Commander in Chief, &c. &c. &c.

SIR, *Centaur, Carlisle Bay, Barbadoes, March 29, 1804.*

I have the satisfaction to send you the copy of a letter I have received from Captain Shipley, of his Majesty's Sloop Hippomenes, giving an account of the capture of the Egyptienne French Frigate, of 36 guns, by that Sloop. The firmness and perseverance of Captain Shipley in the pursuit of a Ship of such force, does him, the Officers, and Sloop's Company, the highest credit; and being well marked with judgment and decision, he so surprized the enemy, that he struck the moment the Hippomenes came alongside, after three hours' running fight. No doubt the spirited action of the Osprey contributed; of which Captain Shipley speaks in the handsomest terms.

I am, &c.

William Marsden, Esq. SAM. HOOD.

His Majesty's Sloop Hippomenes,
SIR, *March 29, 18 4.*

I have the honour to acquaint you with the capture of l'Egyptienne French Privateer (formerly a Republican Frigate), mounting 36 guns, twelves and nines, commanded by M. Placiard, and having 240 men on board, on the evening of the 27th, after an arduous chase of fifty-four hours, and a running fight of three hours and twenty minutes, by his Majesty's Sloop under my command, for she struck the moment we fairly got alongside of her I feel much pleasure in saying, the Officers and men behaved with that coolness and intrepidity inherent in Englishmen; and had the enemy allowed them a trial alongside, I am convinced her superior force would not have availed them much However, I cannot forbear recommending to your protection my First Lieutenant, for his good conduct on this as well as on all former occasions. The slight resistance she made I can only attribute to the fear of being as severely beat as she had been four days previous by the Osprey, who killed eight of her men and wounded nineteen, and whose gallantry astonished them. Mr. John Lloyd, Master's Mate, is the only person hurt on this occasion, and he slightly.

I have further to inform you of the recapture of the Reliance of London, taken by the above Frigate.

I have the honour to be, &c.

Commodore Hood, &c. &c. &c. CONWAY SHIPLEY.

Centaur, Carlisle Bay, Barbadoes,
SIR, *March 31, 1804.*

I herewith enclose copy of a letter from Lieutenant King, of this Ship, acting in command of his Majesty's Sloop Drake, giving an account of his having, with that Sloop, recaptured the Enterprize, of Biddeford, loaded with camp equipage, medicines, &c. for the army; also of two of his boats (after having drove an enemy's Privateer under the batteries of la Hayes) commanded by the Master, recaptured another Ship which the enemy abandoned.

I also enclose copy of a letter from Captain O'Brien, of his Majesty's Ship Emerald, stating Lieutenant Gregory, with the boats of that Ship, having destroyed a Schooner and a Sloop at Port Diable, Martinique.

I have the honour to be, &c.

W. Marsden, Esq. SAM. HOOD.

His Majesty's Sloop Drake,
SIR, *March 17, 1804.*

I have the honour to acquaint you, on the morning of the 14th instant, off Englishman's Head, Guadaloupe, I fell in with a French Privateer Schooner, and a large Ship in company, apparently her prize, but could not come up with either until the Ship ran on shore near the batteries at the Haye; I endeavoured to cut off the Schooner from the protection of the fort, but was prevented doing so by its falling calm, and frequent changes of the wind, and having the main-top shot away, and the rigging much cut; another Ship appearing in the Offing, and steering as if intentionally to run a-shore, I made sail after her, leaving two boats, under the direction of Mr. Robson, the Master, to watch the Ship, having perceived her to be off the Shore, and to attack her should

they come out, which was obviated by the enemy's abandoning her at the approach of the boats, only leaving one of their crew, who had not time to get into their boats. But I am sorry to add, when in possession of the Ship more than half an hour, she blew up, by which accident, a Master's Mate, three Seamen, and one Marine, were lost; Mr. Robson, the Master, expired a few hours after, and several others much bruised. The name of the Ship I could not learn; she had eighteen guns mounted, and was a very large Ship.

The other Ship which I recaptured proved to be the Enterprize, of Biddeford, taken by the Decidé.

I have the honour to be, &c.

Samuel Hood, Esq. Commodore and Commander in Chief, &c. &c. &c. W. KING.

His Majesty's Ship Emerald, off the Diamond, March 21, 1804.

SIR,

I have the honour to inform you, that on the evening of the 20th of this month, observing a Sloop and a Schooner at Port-au-Diable, Lieutenant Gregory, with the boats of this Ship, was directed to bring them out, which not being able to do, he set fire to and destroyed them.

I have the honour to remain, &c.

Samuel Hood, Esq. Commodore and Commander-in Chief, &c. &c. &c. J. O'BRIEN.

Copy of a Letter from Rear-Admiral Vashon, to William Marsden, Esq. dated at Leith, the 14th instant.

SIR,

You will be pleased to acquaint the Lords Commissioners of the Admiralty, that his Majesty's Ship the Ethalion arrived in Leith Roads yesterday after post; and I herewith enclose a letter from Captain Stuart, giving an account of the capture of the Dutch National Brig l'Union, of 16 guns, which he has brought in with him.

I am, &c.

J. VASHON.

SIR, *Ethalion, off Bergen, May 10, 1804.*

I beg to acquaint you, that, last night, after six hours' chase, I captured l'Union, a Dutch National Brig, fitted out by a Company of Merchants at Amsterdam, carrying 16 long guns, 12 nine, and 4 six-pounders, and eighty-one men, commanded by Captain Charles Theunesse; two days from Bergen.

L'Union is a remarkable fine Vessel, about 280 tons, copper fastened, and in my opinion calculated for his Majesty's service.

I have great satisfaction in communicating this intelligence, as l'Union, in company with l'Espion, a Dutch Corvette, lately annoyed our trade in this station.

I have the honour to be, &c.

CHARLES STUART.

ADMIRALTY-OFFICE, MAY 22.

Copy of a Letter from the Right Hon. Lord Keith, K B Admiral of the Blue, &c. to William Marsden, Esq. dated at Ramsgate, the 20th instant.

SIR,

I herewith transmit, for the information of their Lordships, a letter which I have this day received from Commodore Sir Sidney Smith, acquainting me that the enemy's flotilla at Flushing had been pushed out from that port on the 16th instant, to form a junction with that at Ostend, and that the greatest part of them had succeeded in reaching the latter place, notwithstanding the vigorous measures that were used by the Commodore and his Squadron to resist their progress; a circumstance which is to be imputed only to the numerous disadvantages to which his Majesty's Ships were subjected in consequence of the

shallowness of the water, and the effect of the enemy's field artillery and their batteries on the shore; for the Commodore appears to have used every practicable exertion to defeat the design, and to have been very gallantly seconded by all the Officers serving under his orders.

I also enclose a list of the killed and wounded on this occasion; and have the honour to be, &c. KEITH.

Antelope, at Anchor off Ostend,
May 17, 1804.

MY LORD,

Information from all quarters, and the evident state of readiness in which the enemy's armaments were in Helvoet, Flushing, and Ostend, indicating the probability of a general movement from those ports, I reinforced Captain Manby, off Helvoet, with one Ship, and directed Captain Hancock, of the Cruizer, stationed in shore, to combine his operations and the Rattler's with the Squadron of Gun-boats stationed off Ostend.

The Antelope, Penelope, and Aimable, occupied a centrical position in sight both of Flushing and Ostend, in anxious expectation of the enemy's appearance. Yesterday at half past five A.M. I received information from Captain Hancock, then off Ostend, that the enemy's Flotilla was hauling out of that Pier, and had already twenty-one one-masted Vessels and one Schooner outside in the Roads; and at half past seven the same morning, I had the satisfaction to see the Flushing Flotilla of fifty-nine sail, viz. two Ship-rigged Praams, nineteen Schooners, and thirty-eight Schuyts, steering along shore from that port towards Ostend, under circumstances which allowed me to hope I should be able to bring them to action. The signal was made to the Cruizer and Rattler for an enemy in the E. S. E., to call their attention from Ostend; the Squadron weighed the moment the flood made and allowed of the heavier Ships following them over the banks; the signals to chase and to engage were obeyed with alacrity, spirit, and judgment, by the active and experienced Officers your Lordship has done me the honour to place under my orders. Captains Hancock and Mason attacked this formidable line with the greatest gallantry and address, attaching themselves particularly to the two Praams, both of them of greater force than themselves, independent of the cross fire from the Schooners and Schuyts; I sent the Aimable by signal to support them. The Penelope, (having an able pilot, Mr. Thornton,) on signal being made to engage, Captain Broughton worked up to the centre of the enemy's line, as near as the shoal water would allow, while the Antelope went round the Stroom Sand to cut the van off from Ostend; unfortunately our Gun-boats were not in sight, having, as I have understood since, devoted their attention to preventing the Ostend division from moving westward.

The enemy attempted to get back to Flushing; but, being harrassed by the Cruizer and the Rattler, and the wind coming more easterly against them, they were obliged to run the gauntlet to the westward, keeping close to the beach, under the protection of the batteries.

Having found a passage for the Antelope within the Stroom-sand, she was enabled to bring her broadside to bear on the headmost schooners before they got the length of Ostend. The leader struck immediately, and her crew deserted her: she was however recovered by the followers: the artillery from the town and camp, and the rowing Gun-boats from the pier, kept up a constant and well-directed fire for their support; our shot, however, which went over the Schooners, going on shore among the horse artillery, interrupted it in a degree: still however it was from the shore we received the greatest annoyance; for the Schooners and Schuyts crowding along could not bring their prow guns to bear, without altering their course towards us, which they could not venture; and their side-guns, though numerous and well served, were very light. In this manner the Penelope and Antelope engaged every part of their long line from four till eight, while the Aimable, Cruizer, and Rattler, continued to press their rear. Since two o'clock the sternmost Praam struck her colours and ran on shore; but the artillery-men from the army got on board, and she renewed her fire on the Aimable with the precision of a land battery,

from which that Ship suffered much: Captain Bolton speaks much in praise of Lieutenant Mather, who is wounded.

Several of the Schooners and Schuyts immediately under the fire of the Ships were driven on shore in like manner, and recovered by the army. At eight, the tide falling, and leaving us in little more water than we drew, we were reluctantly obliged to haul off into deeper water to keep afloat; and the enemy's Vessels that were not on shore, or too much shattered, were thus able to reach Ostend; these and the Ostend divison have hauled into the bason I have anchored in such a position as to keep an eye on them; and I shall endeavour to close with them again if they move into deeper water. I have to regret, that from the depth of the water in which these Vessels move, Gun-boats alone can act against them with effect. Four have joined me, and I have sent them in to see what they can do with the Praam that is on shore. I have great satisfaction in bearing testimony to your Lordship of the gallant and steady conduct of the Captains, Commanders, Officers,* Seamen, and Marines, under my orders. Captains Hancock and Mason bore the brunt of the attack, and continued it for six hours, against a great superiority of fire, particularly from the army on shore, the howitzer-shells annoying them much. These Officers deserve the highest praise I can give them. They speak of the conduct of their Lieutenants, Officers, and Crews, in terms of warm panegyric Messrs. Budd and Dalyell from the Antelope acted in the absence of two Lieutenants of those Ships. Lieutenants Garrety and Patful, commanding the Favourite and Stag Cutters, did their best with their small guns against greater numbers of greater calibre. Lieutenant Hillier, of the Antelope, gave me all the assistance and support on the quarter-deck his ill state of health would permit. Lieutenant Stokes and Mr. Slesser, Acting Lieutenant, directed the fire on the lower and main-decks with coolness and precision. It would be the highest injustice if I omitted to mention the intrepid conduct of Mr. Lewis, the Master, Mr. Nunn and Mr. Webb, Pilots, to whose steadiness, skill, and attention, particularly the former, I shall ever feel myself indebted, for having brought the Antelope into action within the Sands, where, certainly, the enemy could not expect to be met by a Ship of her size; and for having allowed her to continue engaged with Commodore Verhuel to the last minute it was possible to remain in such shoal water, with a falling tide. It is but justice to say, the enemy's Commodore pursued a steady course notwithstanding our fire, and returned it with spirit to the last.

I could not detach open boats into the enemy's line to pick up those vessels which had struck, and were deserted, mixed as they were with those still firing. Captain Hancock sent me one Schuyt that had hauled out of the line and surrendered. She had a Lieutenant and twenty-three Soldiers of the 48th regiment, with five Dutch Seamen, on board. She is so useful here I cannot part with her yet. Enclosed is a list of our loss, which, though great, is less than might have been expected, owing to the enemy's directing their fire at our masts. The Rattler and the Cruizer have of course suffered most in the latter respect, but are nearly ready for service again. The smoke would not allow us to see the effect of our shot on the enemy; but their loss, considering the number of them under our guns for so long, must be great in proportion. We see the mast-heads above water of three of the Schooners and one of the Schuyts which were sunk.

I have the honour to be, &c.

W. SIDNEY SMITH.

Right Hon. Lord Keith, K. B Commander in Chief, &c. &c. &c.

Return of Killed and Wounded on board his Majesty's Ships and Vessels under the Orders of Commodore Sir William Sidney Smith, Knt. &c. in Action with the Enemy's Flotilla, on its Passage from Flushing to Ostend, May 16, 1804.

Antelope.—2 Seamen and 1 private Marine, wounded.
Penelope.—3 Seamen killed, and 4 Seamen wounded.

Aimable.—Mr. Christie, Master's Mate; Mr. Johnson, Midshipman; 4 Seamen, and 1 Boy, killed: Lieutenant W. Mather; Mr. Shadwell, Purser; Mr. Conner, Midshipman; and 11 Seamen, wounded.

Cruizer.—1 Seaman, killed; Mr. George Ellis, Clerk; and 3 Seamen, wounded.

Rattler.—2 Seamen killed, and 5 Seamen wounded.

Total.—2 Petty Officers, 10 Seamen, and 1 Boy killed; 1 Lieutenant, 1 Purser, 4 Petty Officers, 25 Seamen, and 1 private Marine, wounded.

W. S. SMITH.

ADMIRALTY-OFFICE, MAY 29.

Copy of a Letter from Rear-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq. dated Port Royal, March 21, 1804.

SIR,

You will herewith receive, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Ross, of his Majesty's Ship Pique, stating the capture of the French National Cutter Terreur, on the 18th instant, which arrived at this port last evening.

I am, &c. J. T. DUCKWORTH.

His Majesty's Ship la Pique, off Jacmee, March 18, 1804.

SIR,

I have the honour to inform you, that, after a chase of five hours, this day we came up with and captured the French National Cutter le Terreur, of ten guns, (six of which they threw overboard in the chase,) and 75 men, commanded by Mons. Collinet, Lieutenant de Vaisseau, from Santo Domingo two days, and had taken nothing.

I have the honour to be, &c.

Sir J. T. Duckworth, Rear-Admiral of the Red, Commander in Chief, &c. &c. &c. C. B. H. ROSS.

Copy of another Letter from Rear-Admiral Sir John Thomas Duckworth, K.B. &c. to William Marsden, Esq. dated at Jamaica the 7th of April, 1804.

SIR,

I transmit you herewith a letter from Captain Le Geyts, of his Majesty's Ship Stork, stating the capture of a Felucca Privateer; there are also two other Privateers captured since our last, according to the accompanying list, which I beg you to lay before the Lords Commissioners of the Admiralty.

I am, &c.

J. T. DUCKWORTH.

His Majesty's Sloop Stork, off Cape Nicola Mole, March 30, 1804.

SIR,

I have the honour to acquaint you, that his Majesty's Sloop under my command has this day captured, after a chase of six hours, the French Felucca Privateer l'Hirondelle, of three guns, (two of which were thrown overboard in the chase,) and forty-four men She has been three months from Guadaloupe, but last from Banacoa, and had taken nothing.

I have the honour to be, &c.

GEO. LE GEYTS.

To Sir J. T. Duckworth, K.B. Rear-Admiral of the Red, Commander in Chief.

Return of Vessels captured and destroyed by his Majesty's Vessels under the Command of Rear-Admiral Sir J. T. Duckworth, K.B. since the List enclosed 10th March, 1804.

L'Hirondelle Felucca Privateer, of 3 guns and 44 men; captured on the 30th of March by the Stork.

Le Cazar Felucca Privateer, of 1 six-pounder and 46 men: captured on the 3d of April by the Fortunée; out five days, and had taken nothing.

Jean Baptiste Felucca Privateer, of 28 men: captured on the 2d of April by the Racoon.

Copy of a Letter from Rear-Admiral Dacres to W. Marsden, Esq. dated on board the Franchise at Sea, March 27, 1804.

SIR,

Having directed Captain Murray to chase a Schooner which was discovered a-head of the convoy yesterday afternoon, you will be pleased to acquaint my Lords Commissioners of the Admiralty, that, by half past seven o'clock that evening, she was captured by the Franchise, and proves to be la Petite Harmonie Privateer from Martinique, mounting two four-pound carriage guns, commanded by Citizen Guerel, and manned with 22 men. I have ordered her to be destroyed, and am, &c. J. R. DACRES.

ADMIRALTY OFFICE, JUNE 2.

Copy of a Letter from Sir John Thomas Duckworth, K.B. Vice-Admiral of the Blue, &c. to W. Marsden, Esq. dated Port Royal, Jamaica, April 2, 1804.

SIR,

For the information of the Lords Commissioners of the Admiralty, I send you herewith a letter recently received from Captain Roberts, of the Snake, commanding a small force stationed at New Providence.

I have the honour to be, &c.

J. T. DUCKWORTH.

His Majesty's Sloop Snake, Salt Key, March 18, 1804.

SIR,

This moment has arrived his Majesty's Sloop Lilly, Captain Lyall, from Bermuda, who has brought with him the Batavian Republic Schooner Draak, commanded by a Lieutenant of Frigate, captured on the 1st instant. She mounts 4 four, and 1 three-pounders, and 50 men; seven weeks from Curacoa, and had taken nothing.

I have the honour to be, &c.

Rear-Admiral Sir J. T. Duckworth, K.B. &c. &c. &c. W. ROBERTS.

Copy of another Letter from Rear-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to W. Marsden, Esq. dated at Port Royal the 7th of April, 1804.

SIR,

I transmit, for the information of the Lords Commissioners of the Admiralty, an account of French Vessels captured and destroyed by his Majesty's Squadron under my command since the return of the 10th ultimo.

I am, &c.

J. T. DUCKWORTH.

List of Ships and Vessels captured and destroyed by the Squadron under the Command of Rear Admiral Sir J. T. Duckworth, K.B. Jamaica.

French National Transport l'Argo, of 6 guns and 50 men, commanded by a Lieutenant de Vaisseau, in ballast: captured by the Racoon, Captain Gordon, March 16, 1804.—B. Waterhouse and Co. agents.

French Felucca Privateer l'Hirondelle, of 3 guns and 44 men: captured by the Stork, Captain Le Geyts, off Cape Nicola Mole, March 30, 1804; same agents.

French Felucca Privateer l'Aventure, of 1 gun and 28 men: captured by the Racoon off Great Henage, April 5, 1804; same agents.

Felucca Privateer le Cazar, of 1 gun, 46 men, and 18 tons, from St. Jago de Cuba: captured by the Fortunée; same date and same agents.

A French Privateer, of 2 guns and 17 men, destroyed by his Majesty's Ship Blanche.

J. T. DUCKWORTH.

His Majesty's Sloop Racoon, off New Providence, March 19, 1804.

SIR,

I have the honour to inform you, that on Friday the 16th, in lat. 26 deg. 51 min. W. lon. 80 deg. 21 min. N. I captured the French National Transport l'Argo, mounting 6 guns, commanded by Thomas Dussniel, Enseigne de Vaisseau, with fifty Troops and 20 Officers and Seamen; twenty-two days from New Orleans, bound to France.

I have the honour to be, &c.

H. GORDON.

Rear-Admiral Sir J. T. Duckworth, Commander in Chief, &c. &c. &c.

His Majesty's Ship Racoon, Port Royal, April 5, 1804.

SIR,

I have the honour to inform you, that on Tuesday, April 3, I captured, off the Great Henage, after a few hours' chase, the French Felucca Privateer l'Aventure, commanded by Jean Baptiste Gay, manned with 28 men, mounting one gun and two Swivels; seven days out of St. Jago, her first cruize, and had not taken any thing: and on Wednesday, the 4th, recaptured the American Schooner Elizabeth, laden with coffee.

I have the honour to be, &c.

H. GORDON.

Sir J. T. Duckworth, K.B. Commander in Chief, &c. &c. &c.

ADMIRALTY OFFICE, JUNE 12.

Copy of a Letter from the Honourable William Cornwallis, Admiral of the White, &c. to W. Marsden, Esq. dated off Ushant, the 7th Instant.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copies of two letters to me from Captain Campbell, of the Doris, containing an account of his having captured two of the enemy's Gun-boats in the bay of Hodierne.

I have the honour to be, &c.

W. CORNWALLIS.

His Majesty's Ship Doris, off Point du Raze, March 10, 1804.

SIR,

I beg leave to inform you of my having taken and destroyed the French Gun-Boat No. 351, of the second class, carrying one eighteen-pounder and thirty men, being one of a small convoy from Quimper to Brest, ultimately to Boulogne, laden with ammunition, provisions, &c.: the rest escaped into Hodierne, owing to my having sprung the main-topmast, and split the sail, in chase.

I have the honour to be, &c.

The Honourable Admiral Cornwallis, &c. &c. &c. P. CAMPBELL.

His Majesty's Ship Doris, off Point du Raze, April 30, 1804.

SIR,

Having observed, on the clearing up of a fog, a number of Gun-Brigs, Boats, and Chasse Marées, anchored at the entrance of Hodierne harbour, I stood in at night, and anchored as near as I could to protect the boats which were dispatched under the orders of Lieutenant Aderson, who succeeded in bringing out the Gun-Boat No. 360, of the second class, carrying one eighteen-pounder and thirty men, but owing to a rapid and heavy surf which broke at the harbour's mouth, as well as their being protected by strong batteries, prevented his being more successful.

I am, &c.

The Honourable Admiral Cornwallis. P. CAMPBELL.

ADMIRALTY-OFFICE, JUNE 16.

Copy of a Letter from Vice-Admiral Sir Andrew Mitchell, K. B. Commander in Chief of his Majesty's Ships and Vessels at North America, to William Marsden, Esq. dated at Bermuda, April 17, 1804.

SIR,

Herewith I transmit two letters from Captain Bradley, of his Majesty's Ship the Cambrian, giving an account of the capture of two French Privateers on his passage to Bermuda. I have the honour to be, &c.

A. MITCHELL.

SIR, *Cambrian, at Sea, March 22, 1804.*

I have to acquaint you, that I have this day captured, in his Majesty's Ship under my command, le Tison French Privateer Schooner, mounting 6 twelve and nine-pounders, (which were thrown overboard during the chase) and 59 men, commanded by Joseph Kastique, belonging to Guadaloupe, had been out eleven days, and had taken nothing. She held us a chase of 25 hours.

I have the honour to be, &c.

Vice-Admiral Sir Andrew Mitchell, K.B. &c. &c. &c. W. BRADLEY.

SIR, *Cambrian at Sea, March 26, 1804.*

I have to acquaint you, that I this day captured, in his Majesty's Ship under my command, l'Alexandre French Schooner Privateer, mounting eight guns, 68 men, commanded by Charles la Marque, out eleven days, had not taken any thing.

I am, &c.

To Vice-Admiral Sir A. Mitchell, K B. &c. &c. &c. W. BRADLEY.

Copy of another Letter from Vice-Admiral Sir Andrew Mitchell, K.B. Commander in Chief of his Majesty's Ships and Vessels in North America, to William Marsden, Esq. dated at Bermuda, April 17, 1804.

SIR,

I have the honour to transmit you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain Lyall, stating the capture of the Batavian Republic Schooner Draak by his Majesty's Sloop Lilly, under his command, on the 1st of March last, on his passage to the Bahamas.

I am, &c. A. MITCHELL.

Lilly, Salt-Key Anchorage, New Providence, March 27, 1804.

SIR,

By a Schooner which sails from this place for Bermuda this evening, I have to inform you, in pursuance of your orders of the 3d ultimo, that, on the first in-

stant, in lat. 26 deg. and long. 70 deg. 3 min. captured the Batavian Republic Schooner Draak, of 4 four-pounders, 1 long three-pounder, and 50 men; commanded by Lieutenant Jan Justus Dingemans, from Curacoa, out seven weeks, and taken nothing. She engaged us 15 minutes, and made every preparation to board. The Corporal of Marines lost his arm, and the Schooner had two men killed and one severely wounded. She is a very fine Vessel, coppered, sails remarkably fast, well found in every thing, Bermudian built, and four years old. I have the honour to be, &c.

W. LYALL.

Vice-Admiral Sir A. Mitchell, K. B. &c. &c. &c.

ADMIRALTY OFFICE, JUNE 22.

Copy of a Letter received at this Office by Captain Maxwell from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated on board his Majesty's Ship Emerald, in Surinam River, the 6th of May, 1804.

SIR,

I have the honour to inform you, I arrived off this River in the Centaur, with the Pandour, Serapis, Alligator, Hippomenes, Drake, Unique armed Schooner, and Transports, having on board near two thousand troops under Major-General Sir Charles Green, on the 25th ultimo, after a passage of twenty days from Barbadoes, when immediate measures were taken to send a division of the army, of about seven hundred men, to land at Warapa Creek, under the command of Brigadier-General Maitland, the direction of which was left to Captain Shipley, of the Hippomenes, who, with that sloop, a transport, and three armed Vessels landed the troops on the night of the 30th, assisted by Captain M'Kenzie, of his Majesty's Sloop Guachapin, who had with great zeal quitted his sloop fifty leagues to leeward with all her boats, on finding from baffling winds and currents she could not get up.

That no time should be lost, Brigadier-General Hughes was ordered on board the Pandour, to endeavour to gain possession the next night (26th) of Braam's Point, and instructions sent to Captain O'Brien, then lying off the Bar in the Emerald, to carry this service, in concert with the Brigadier, into execution: he, with his usual intrepidity, lost not a moment, but as the tide flowed, pushed in over the bar, and anchored close to the battery of seven 18-pounders, followed by Captain Nash and Ferris, in the Pandour and Drake. The fort commenced a brisk fire on the Emerald, but was silenced by a few broadsides, after the Ships had anchored, without any loss on our side: in it were captured forty three Officers and men, three of whom were wounded.

Not being able to approach nearer in the Centaur, the General and myself the next morning removed to this Ship at the entrance of the river, and having summoned the Colony, the answer was received, containing a refusal of the terms. The moment therefore the tide served, every effort was made to get up the river, which, from the shallowness of the water, was very difficult, the Emerald having passed through the mud in three feet less than she drew, and it was not till last night we were enabled to get her to this station near the forts, from the lowness of the tides.

The Officers of engineers having explored the road through the woods, close to the Battery of Friderici, which communicated with Leyden Redoubt, an attack was made on the morning of the 30th, by a detachment of troops under Brigadier-General Hughes, conducted in the boats by Captain Maxwell of the Centaur, and Captains Ferris and Richardson: they landed at Plantation Resolution, and after a tedious march through woods and swamps, the Brigadier and detachment, accompanied by the two first-named Captains, with some Officers and about 30 seamen, carried the battery of Friderici; and though the enemy blew up the magazine, by which many of our brave people suffered on entering the work, they were not delayed in passing a causeway of 700 yards, with five pieces of cannon bearing thereon, and carried the redoubt of Leyden in a few minutes. The gallant conduct of the Brigadier, his Officers and men, will no

doubt be sufficiently set forth by the Major-General, but it is impossible to do justice to their merit; and the Brigadier has spoken in the handsomest terms of Captain Maxwell, who commanded the Seamen, and Captain Ferris, who led on with the advanced party, as well as all the Officers and men; and Captain Richardson, left ready to support them in the boats, gave every aid to secure the posts.

I subjoin a list of killed and wounded. Amongst the number belonging to the Centaur, I am sorry to add, is Lieutenant Smith, mortally; Lieutenants King and Henderson, severely; and Mr. Shuldem, Midshipman, killed; Lieutenant Brand of the Unique, is also severely wounded.

Brigadier-General Maitland having come down the river Commowina, and the Ships all got up near Friderici, with the troops advancing, and the enemy's communication nearly intercepted by the activity of our armed boats, as well as provisions, stores, and cannon, prepared for attacking Fort New Amsterdam, yesterday the Batavian Commandant, Lieutenant-Colonel Batenburg, thought proper to send a flag of truce, when a capitulation was soon after signed.

Commodore Bloys Van Treslong, on our claiming the surrender of the Ships, entered into the terms. He had placed the Proserpine, of 32 guns, 18-pounders, near to Fort New Amsterdam, and extended a line of defence across the river, with the Pylades Corvette, of 18 guns, at the other extreme, about a mile above the redoubt Purmurent; three Merchantmen in the centre, from 8 to 12 guns, and a Schooner, of 10 guns, employed to reconnoitre and cover the shore at Voorburg, should our troops have attempted to advance by that side, beside 7 gun-boats stationed as occasion required.

The indefatigable zeal of Captains O'Bryen and Nash, in arranging and forwarding the supplies, and Captains Maxwell, Ferris, Waring, and Richardson, in giving aid to the army, as well as Captain Kempt, Agent for Transports, claims my warmest applause; as does that of Captain Shipley, in landing Brigadier-General Maitland's division; and Captain M'Kenzie, for his services with fifty seamen, in aiding that part of the army on their route from the Warapa Creek. It is with much satisfaction I relate, that the co-operation of the Army and Navy, employed on this expedition, has been carried on with an eager emulation to assist each other, which indeed could but be expected from the cordial measures adopted by Major-General Sir Charles Green.

Captain Maxwell will have the honour to deliver this dispatch; and from the able manner he has conducted himself, as my Captain, will, I am confident, give their Lordships every satisfactory information.

I have the honour to be, &c.

SAM. HOOD.

List of killed and wounded.

Centaur.—One Midshipman and 2 Seamen, killed; 1 Lieutenant mortally wounded (died the following day); 2 Lieutenants and 2 Seamen, severely, and 2 Seamen, slightly wounded.

Drake.—1 Boatswain, killed.

Pandour.—1 Seaman, slightly wounded.

Unique.—1 Lieutenant, severely wounded.

Total.—5 killed and 8 wounded.

To his Excellency the Governor of the Colony of Surinam.

A considerable British armament of sea and land forces being arrived in the river Surinam, We, the Commanders in Chief of the same, judge it expedient at this crisis to summon the Colony to an immediate surrender to his Britannic Majesty's arms.

The important situation which we now possess, with the decided superiority of our force, must, in case resistance be attempted, ensure a speedy and favourable issue to our operations; but the motives which have chiefly actuated his

Majesty in sending this expedition, and upon the principles of which we are directed to govern our conduct, induce us to propose a capitulation, so highly beneficial to the interests of the Colony of Surinam, as to leave little doubt on our minds of being joyfully accepted.

But if, contrary to our well-founded expectations, the offers we now make should be rejected, it becomes us to state, in the clearest manner, that the effusion of blood, and all the calamities of war; in particular the destruction and ruin brought upon private property, which will be the inevitable consequence, must be attributed to you, and not to us.

Being desirous to evince our inclination to allow every possible indulgence to the Colony, consistent with our duty, and knowing it may require some time to assemble the constituted Authorities for their decision, we are willing to wait twelve hours' time for your answer; and, at the expiration of which, should you not accede to our proposals, we shall consider it incumbent upon us to proceed to such further measures as our instructions point out.

Dated on board his Majesty's Ship Centaur, off Bram's Point, April 27, 1804.

CHARLES GREEN.
SAMUEL HOOD.

TERMS *proposed by their Excellencies Major-General Sir Charles Green, and Commodore Samuel Hood, Commanders in Chief of his Majesty's Land and Sea Forces, for the Surrender to the British Government of the Colony of Surinam.*

Art. I. The Colony of Surinam to be surrendered in twenty-four hours, to the arms and protection of the British Government.

Art. II. The inhabitants of the Colony shall enjoy full security for their persons, and the free exercise of their religion, with the immediate and entire possession of their private property, whether on shore or afloat.

Art. III. The laws of the Colony, as they existed at the period of its being given up by the British Government, shall remain in force until his Majesty's pleasure shall be known; but this Article is not meant to restrict his Majesty's Representative from making such temporary regulations as may appear to him absolutely necessary for the security and defence of the Colony; nor must it be construed to militate against such establishments as may be necessary for regulating the commerce of the Colony, agreeable to the practice in the British West India Possessions.

Art. IV. The different persons at present employed in the Civil Administration of the Colony, shall all of them, the Governor excepted, continue in Office, provided they take the Oath of Allegiance and Fidelity to the British Government, and that their conduct is such as to afford no reasonable ground for suspecting their submission thereto.

Art. V. All Ships of War, Artillery, Provisions, and Stores, in the public Magazines and Warehouses, as well as the Effects of every description belonging to the Batavian Government, shall be given up to his Britannic Majesty in the state they now are, regular lists being immediately taken by Officers appointed for the purpose by each of the contracting parties.

Art. V. The Batavian Troops in the different Garrisons of this Colony are to surrender as Prisoners of War, to remain so until exchanged or released; they are to deliver up their Arms, Accoutrements, and Ammunition, to the persons appointed to receive them; they will be allowed all the usual honours of war, and the Officers and Men will be allowed to retain their private Baggage.

Art. VII. The Fort of New Amsterdam is to be delivered up to the British Troops before the expiration of the twenty-four hours stipulated in the first Article, and all the other Forts and Batteries in the Colony are to be surrendered as soon as possible.

On board his Majesty's Ship Centaur, off Bram's Point, the 27th of April, 1804.

C. GREEN.
SAM. HOOD.

The Commissioner-General of the Batavian Republic, &c. &c. &c. to Major-General Sir Charles Green, and Commodore Samuel Hood, Commanders in Chief of the Land and Sea Forces of his Britannic Majesty, destined against the Colony of Surinam.

GENTLEMEN,

The proposals which you have made to me are such as I cannot accept. I give you this information that you may regulate yourselves accordingly.

P. BERRANGER.

Plantation Noerburg, April 28, 1804.

On board his Majesty's Ship Emerald,
April 28, 1804

SIR,

We have had the honour to receive your answer to our summons of yesterday's date, by which it appears that you refuse to accept the Terms of Capitulation we have proposed, and, as on your part no proposals are made, we shall consider ourselves at liberty to act accordingly.

We have the honour to be, &c.

CHARLES GREEN.
SAMUEL HOOD.

To his Excellency the Governor of the Colony of Surinam.

(COPY.)

To Lieutenant Colonel B. A. Batenburg, commanding the Batavian Troops in the Colony of Surinam.

SIR,

We have had the honour to receive the Proposals upon which you offer to capitulate, and to each Article, as specified by you, we have sent our answer, and for any further arrangements we refer you to Lieutenant-Colonel Shipley, of the Royal Engineers, and Captain Maxwell, of the Royal Navy, the bearer of this.

The Lieutenant-Colonel in Chief of the 5th Battalion of Batavian Chasseurs, commanding the Troops in the Colony of Surinam, to the Commanders in Chief of the Land and Sea Forces of his Britannic Majesty in and near the River Surinam.

GENTLEMEN,

The force with which I have for a considerable time been expecting to be attacked, has not caused in me any deviation from the duty I owe to my country.

But with a view to the interests of the inhabitants of this colony, and of the brave troops under my command, for which I have to answer to the Batavian Republic, for an honourable Capitulation, I am induced to propose to you the following Articles:

Art. I. That the Garrison shall retain their Arms and their Baggage, and march out with all the Honours of War.

Answer.—The Garrison shall be allowed to march out with the usual Honours of War. The Officers to retain their Side-arms, and the Officers and Soldiers their private Baggage; but the Soldiers must lay down their Arms.

Art. II. That the Garrison shall be sent over within four weeks to some port of the Batavian Republic, all at the expense of his Britannic Majesty.

Answer.—Granted; or as soon as proper Vessels for that purpose can be provided.

Art. III. That they shall be allowed, as soon as they arrive, to serve under the Batavian Republic, but not against his Britannic Majesty, nor any of his allies.

Answer.—Granted.

Art. IV. Fort New Amsterdam, and the other Posts, together with the Magazines and Stores in this Colony, shall be delivered up to Commissioners to be nominated on both sides, to commence within forty-eight hours from the signing of the Capitulation.

Answer.—The principal Gates and Barriers of Fort New Amsterdam must be put in possession of the British Forces at two o'clock to-morrow afternoon.

The remainder of this Article is agreed to.

Art. V. That none of the Troops under my command shall be engaged into the service of his Britannic Majesty.

Answer.—His Britannic Mejesty receives no other Soldiers but such as voluntarily enter into his service.

Art. VI. All the Articles proposed in the late Summons to the advantage of the inhabitants shall be fulfilled.

Answer.—His Majesty having instructed us to favour the Colony of Surinam as much as possible, we are willing to grant it the same terms as first proposed.

Art. VII. Women and Children, and all persons whatever annexed to the Garrison, shall be comprehended in this Capitulation, and enjoy all the advantages attached to it.

Answer.—Granted.

Flattering myself that I shall be honoured with your answer, I remain with the greatest respect, Gentlemen, your Servant,

B. A. BATENBURG.

ADDITIONAL ARTICLE *proposed on the Part of his Britannic Majesty.*

It is to be clearly understood, that all the Ships, Vessels, and Boats, employed in the Colony in the Service of the Batavian Republic, are to be delivered up at the same hour as specified in the 4th Article for the delivering up of the principal Gates and Barriers of Fort New Amsterdam, the Officers and men to be placed on the same footing as those of the Army.

Two hours will be granted for your consideration of these Articles.

Head Quarters of the Army, six o'clock Afternoon, May 4, 1804.

CHA. GREEN, Maj. Gen.
SAM. HOOD, Commodore.

Lieut. Col. Batenburg, Commander in Chief of the Batavian Troops in the Colony of Surinam, to the Commanders in Chief of his Britannic Majesty's Land and Sea Forces in and near the River of the said Colony.

GENTLEMEN,

I am highly honoured with the Answer which you sent me this evening, to the Proposals which I have made, and am satisfied with the same, with a few exceptions, which, with some additions, I now offer for your consideration.

Art. I. That all the Batavian Troops occupying the Posts in this Colony, shall be comprehended in the terms of this Capitulation, and that immediate orders be given to them to surrender the same to the British Troops.

Answer.—Agreed, so far as relates to the Batavian Troops occupying Posts not yet captured by the British Forces.

Art. II. All that relates to the White and Black Corps of Chasseurs shall be arranged with the Colonial Government.

Answer.—Agreed.

Article III. With regard to the Fourth Article, a farther delay of twenty-four hours is required.

Answer.—The principal Gates and Barriers of Fort New Amsterdam must be put in possession of the British Troops at four o'clock to-morrow afternoon. The Barracks to remain occupied by the Batavian Troops until they are embarked.

Art. IV. That the Corps remain entire under the command of their respective Officers. They shall receive all arrears of pay due to them from the Batavian Government.

Answer.—The disposition of the Batavian Troops on board the Ships which may carry them to Holland must be left to Commodore Hood. Certainly all arrears of pay due to them to be paid as heretofore, but without any claim on the British Government.

Art. V. It is to be understood, that the Batavian Troops, already Prisoners of War, and in the power of his Britannic Majesty, shall, equally with the others, enjoy all the privileges of this Capitulation.

Answer.—Refused.

Art. VI. That the Officers of the Batavian Garrison, immediately on delivering up of their posts, shall be allowed to go on their Parole, during their stay in this Colony, to Paramaribo, or elsewhere in the country, having previousl obtained leave from Colonel Batenburg.

Answer.—Agreed.

Art. VII. That all Necessaries of Clothing, such as Cloth and Linen Pantaloons, Shoes, Stockings, &c. now due from the Batavian Government, shall be issued to them out of the public Stores before their departure from this Colony.

Answer.—Agreed.

B. A. BATENBURG.

Head Quarters, Fort New Amsterdam, May 4, 1804.

On the part of Major-General Sir Charles Green and Commodore Hood.

CHARLES SHIPLEY, Lieut Col. commanding Royal Engineers W. I.
MURRAY MAXWELL, Capt. R. N.

Ratified, CHAS. GREEN.
SAM. HOOD.

ARTICLES *of* CAPITULATION *agreed upon between the Commandant of the Batavian Ships in the West Indies, H. O. Bloys Van Treslong, commanding the Frigate Proserpine, lying opposite Fort New Amsterdam, in the Colony of Surinam, and the Commanders in Chief of the Land and Sea Forces of his Britannic Majesty, lying near the Forts Purmurent and Leyden, in the River Surinam.*

Extract from the Capitulation between Lieutenant-Colonel Batenburg and the Commanders of his Britannic Majesty's Forces.

"It is to be clearly understood, that all the Ships, Vessels, and Boats, employed in the Colony in the service of the Batavian Republic, are to be delivered up at the same hour as specified in the Fourth Article, for the delivering up of the principal Gates and Barriers of Fort New Amsterdam, the Officers and Men to be placed on the same footing as those of the Army."

The Commandant of the Batavian Ships in this Colony, on considering the Capitulation between Colonel Batenburg and the Commanders of his Britannic Majesty's Land and Sea Forces, whereby Fort New Amsterdam and its Dependencies are to be surrendered to the Forces of his Britannic Majesty, is induced to offer the following Conditions:

Art. I. There are at present in this Colony no Ships belonging to the Batavian Republic, except the Frigate Proserpine and a Corvette, the latter captured from the English at the commencement of the war, and which not being condemned, cannot be said to whom it may yet belong.

Answer.—As it may hereafter be decided

Art. II. The three Merchant Ships and the Schooner George, with their Cargoes, are private property, and consequently come under the stipulations of the Sixth Article of the Terms proposed in the Summons concerning the Colony.

Answer.—As it may hereafter be decided, being called private Property by Commodore Bloys.

Art. III. The Frigate Proserpine, and Sloop of War Pylades, shall, to-morrow at four o'clock in the afternoon, be put in possession of his Britannic Majesty's Forces.

Answer.—Agreed. The Frigate Proserpine and Sloop of War Pylades, to be delivered up at four o'clock to-morrow afternoon, in the same state they now are.

Art. IV. The private Property of the Commandant, Officers, and Crew, including the Provisions and Effects in the Naval Hospital, where they now stand, shall be retained, to secure which the necessary assistance to be given on the part of the British.

Answer.—Agreed.

Art. V. The Commandant, Officers, and Crews of the two Ships beforementioned shall be sent within the period of four Weeks to some Port of the Batavian Republic, at the expense of his Britannic Majesty.

Answer.—Agreed.

Art. VI. The Commandant and Officers shall be allowed, on leaving the Ships, to wear their Side Arms, and also the Flag and Standard to fly until the same are evacuated; and the Commandant, Officers, and Crews, shall, on their arrival in Holland, be permitted to serve, but not against his Britannic Majesty or his Allies.

Answer.—Agreed.

Art. VII. The Commandant and Officers shall be permitted, after they have surrendered, to go to Paramaribo to settle their affairs, and also to enjoy the same privileges granted to the Officers of the Army.

Answer.—Agreed.

Dated at Fort New Amsterdam, 4th of May, half past eleven P.M. 1804.

H. O. BLOYS VAN TRESLONG.

On the Part of Major General Sir Charles Green and Commodore Samuel Hood.

CHARLES SHIPLEY, Lieut. Col. commanding Royal Engineers, W. I.

MURRAY MAXWELL, Capt. R. N.

Ratified, CHA. GREEN, Major Gen.
SAM. HOOD, Commodore.

Promotions and Appointments.

Captain de Starck is appointed to command the Tartarus Bomb, vice Captain Temple.

Rear-Admiral Domett, who has been some time acting as First Captain to Admiral Cornwallis, off Brest, is ordered to hoist his flag on board the Antelope, of 50 guns, off Ostend, and is to have the command of the Ships on that station.

Captain C. Elphinstone, of the Ariadne, is appointed to the Cleopatra; and the Hon. Captain King is to command the Ariadne. Lieut. Rowe is appointed to the Censor gun-vessel.

Capt. Lawford is appointed to the Polyphemus.

The allowance of subsistence money to the Officers on the impress service in London, has been increased from 3s. 6d. to 5s. per day.

Capt. Codrington is appointed to the Argo.

Capt. Hammond is appointed to the command of the Lively Frigate, launched at Woolwich the 23d July. She is to be prepared for service immediately.

Captain Johnstone is appointed to the command of the Alert Sloop of War at Woolwich; and Lieutenant Young to the Impress service at Swansea.

BIRTH.

At Gloucester place, Mary-le-bone, the Lady of H. T. Hardacre, Esq. of the Royal Navy, of a sixth daughter.

MARRIAGES.

On Thursday, June 14, at Sheen Church, near Newberry, Berks, Captain Charles Pelly, R. N. of Upton, Essex, to Miss Mary Bullock, youngest daughter of the late Francis Brownsword Bullock, Esq.

Captain Holmes, of the Royal Marines, to Miss Harley, niece of the Rev. Abraham Jobson, Vicar of Wisbech.

At Kilmore, County of Monaghan, William Supple, Esq. to Miss Schomberg, eldest daughter of the late Sir Alexander Schomberg.

At Edinburgh, Captain Samuel Greig, Commissioner of the Imperial Russian Navy, to Miss Fairfax, daughter of Rear-Admiral Sir William George Fairfax.

A few days since, at Saint George's Church, in Hanover-square, the Rev. M. H. Luscombe, of Clemer, near Windsor, to Miss Harmood, daughter of Harry Harmood, Esq. one of the Commissioners of the Navy, and of New Norfolk-street, Grosvenor-square.

On the 19th July, at St. Martin's in the Fields, Captain J. W. Loring, of the Navy, to Miss Anna Patton, daughter of Vice-Admiral Patton.

On 21st July, W. Ravenscroft, Esq. First Lieutenant in his Majesty's Royal Marine Forces, to Miss Hammond, eldest daughter of the late Henry Walmsley Hammond, Esq. of Hull.

OBITUARY.

At Hampstead, George Noble, Esq. of the Royal Navy, in the 48th year of his age.

Return of Naval Officers, &c. killed or wounded in the assault and capture of Forts Leyden and Friderici, in the Colony of Surinam:—

Centaur. 1 Lieutenant, 1 Petty Officer, and 2 Seamen, killed; 2 Lieutenants, and 4 Seamen, wounded.—Drake. 1 Warrant Officer, killed.—Pandour. 1 Seaman, wounded.—Unique. 1 Lieutenant, wounded.—Total. 1 Lieutenant, 1 Warrant Officer, 1 Petty Officer, and 2 Seamen, killed; 3 Lieutenants, and 5 Seamen, wounded.

The Officers killed were—Lieut. Smith, First of the Centaur, mortally wounded, died the following day; W. Shuldham, Midshipman of the Centaur; Mr. ——, Boatswain of the Drake.

The Officers wounded were—Lieuts. King and Henderson, of the Centaur; Lieut. Brand, of the Unique.

Suddenly, in Falmouth, on Wednesday, July 4th, John Tipper, a Seaman, who had been married but sixteen days. This is the same John Tipper, whose name is so honourably recorded in Capt. Fellowes's narrative of the loss of the Lady Hobart packet.

The 12th July, aged 89, Gilbert Webster, one of the oldest Seamen of Newcastle. He served as a Midshipman on board the Grenada at the taking of the Havannah, August 12, 1762.

The 13th July, at Lewisham Hill, Blackheath, Mrs. Hunt, relict of Edward Hunt, Esq. Surveyor and Commissioner of his Majesty's Navy.

Captain Baker, of the Pelican Sloop, who lost his life in the humane effort to save the lives of the Spanish schooner that ran foul of the Pelican. He was the son of Mr. W. Baker, late Member for the county of Herts: this is the second gallant son he has unfortunately lost in the West Indies, in the service of his country.

The following is a Copy of a Letter we received by the last arrivals from Jamaica:—

"*His Majesty's Sloop Pelican, Port Royal, June* 10, 1804.

"SIR—With the greatest regret I take the liberty of informing you, that yesterday evening, at five o'clock, Morant Bay N.E. four or five leagues, seeing a Spanish Schooner bearing down before the wind, made sail to speak her. At half past five, Captain Baker hailed her, and told them to put their helm aport, and heave to: they either not understanding, or not wishing to obey the command, put the helm the contrary way. Our heaving all back, to keep clear of her, rendered our Ship ungovernable; in which situation the Schooner unfortunately fell on board of us on the starboard bow, where she remained for several minutes, carried away our sprit-sail-yard, her own bowsprit, and her larboard stove to the water's edge. Captain Baker, with that ardour so conspicuous at all times in succouring the distressed, jumped on board the Schooner, followed by Lieutenant Davis, Mr. Butts, the Gunner, and several of the Seamen. The Vessels separated, and, with their assistance, every person belonging to the Schooner got safe on board the Pelican. On the Vessels separating, the Schooner dropt astern; I immediately sent a boat on board to bring them from the Schooner, she apparently having at that time sunk more than one half her top sides in the water. Captain Baker, anxious to see every person safe before he quitted the Vessel, sent the whole of the people in our boat, except himself, Lieutenant Davis, and four men, whom he desired immediately to launch the Schooner's boat over the side, which they did, and all got into her. At the moment of shoving off, the Schooner gave a heavy roll, filled, and, in the act of sinking, caught the boat Captain Baker was in under her main-stay, and took her to the bottom; though every effort was made on my part, and every other person on board the Pelican, no signs of them could be seen afterwards.—Thus ended the life of that most worthy and promising Officer, whose loss will ever be regretted by, Sir, with the greatest respect, your devoted humble servant,

W. S. FOLEY, 2d Lieutenant.

To Sir J. T. Duckworth, K.B. Commander in Chief, &c. &c.

THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM APRIL 17 TO 27.

THE Columbia, Northam, from New York to the Weft Indies, was taken 25th Jan. off Hifpaniola, by a French privateer, fince retaken and carried into New Providence, where fhe is driven on fhore.

The fchooner William, King, from Cape Francois to Gonaives, was captured by the French on 15th Jan., retaken the next day, and fent into New Providence. Four other American veffels were taken the fame day.

The Betfey, Thurlby, from London to Fieune, is reported to be taken by a privateer, and carried into Ancona.

The Semiramis, Smith, from Canton to New York, is on fhore at Nantucket. Part of the cargo was faved on the 7th March, and at that period the veffel was upright.

The Venus, Oakford, from Charlfton to Bourdeaux, is taken, carried into Halifax, and condemned.

The Jenny, ——, from Portfmouth with timber, is taken by a French privateer, and carried into the Vlie, 21ft March.

The Culloden, Wilcox, from New York to the Streights, was driven on fhore on Long Ifland, 3d March, and bilged.

Captain Clarke, of the Leviathan, arrived from the South Seas, fpoke an American veffel from the Cape of Good Hope, who informed him, that the Sea Horfe, Halcrow; the Lively, and Mary, Folger, from the South Seas, had put into the Cape, not knowing of the war.

The Black River, ———, of New York, from Charlefton to Antwerp, is loft on the Goodwin Sands. Crew faved.

The Goodwill, Peele, from Whitehaven, with coals, is ftranded near Dublin. Crew faved.

The Urania, Dobie, of Dyfart, for Copenhagen, got on the Scaw, 1ft April, and is full of water.

The Two Friends of Exeter, Croft, is loft on the Kent Knock, near Exeter.

The Morgiana floop of war has taken in the Archipelago, a French Xebeck privateer of 10 guns and 80 men.

The Elizabeth, Scheiderman, from London to Dantzig, is forced on fhore by the ice, near Copenhagen, and it is feared will be loft. The cargo expected to be faved.

From the French Papers.

The fquadron under Admiral Linois captured on the 20th Nov. in lat. 2. S. long. 3. E. a fhip of 1300 tons, copper-bottomed, bound from Bengal to China, laden with 7500 bales of cotton, and 4500 meafures of rice. She arrived at the Ifles of France previous to the 15th Dec.

N.B. Suppofed the Countefs of Sutherland.

The Haftings, Smith, of 134 tons; the Catherine, ——, of 130 tons, with butter and beef, are taken by le Vengeur privateer, and carried into Boulogne.

The Day, ——, of 200 tons, and the Walpole, ——, of 230 tons, from London to Newcaftle, are taken and carried into Oftend.

The Lifbon packet, Jenkins, laden with tea, &c. and the Friendfhip, Simcock, laden with fheet copper and flour, are taken and carried into Dieppe.

The Margaret, ——, from Corinth, with raifins and dying wood, is taken and carried into Treport.

The Johanna Magdalena, Dale, from Batavia, is condemned at the Cape of Good Hope.

The Diligence, Bowland, from London to Africa, is taken and carried into Goree.

On the 5th inft. the Adolphe privateer fent into Calais an Englifh veffel of 200 tons, laden with tea, fugar, and gunpowder.—Suppofed to be the Baffett, Purchar, from London to Falmouth.

The Endeavour, Robinfon, is loft in Bengal river.

Bombay, 31ft December.——The Bridgewater, from Botany Bay, was fpoke off Cape Cameron by the Fame, Allifon, arrived here on the 25th inft. from Bengal. By her we learn that the Cato, and a fhip, name unknown, which failed in company with the Bridgewater, were loft, with every perfon on board, in fome Streights to the Eaftward.

The Maria, Bufch, from Roftock to London, is fuppofed to be loft, not having been heard of fince the 10th of December laft.

The brig Succefs, of 200 tons, Captain Hendrick, in ballaft, is taken and carried into Oftend.

French papers to the 10th inftant ftate, that the Blond privateer of Bourdeaux has returned into port after a cruize of 35 days; during that period fhe captured eight veffels, four of which are arrived, two of them from Demerara. On 24th ult. in lat. 48. N. long. 21. 25. W. fhe fell in with the Woolverine floop of war (efcorting a convoy of eight fail for Newfoundland, which efcaped), and after an action of three quarters of an hour, in which the Woolverine had 10 men killed, and one wounded; fhe ftruck and afterwards funk. The crew faved by the privateer.

The James, Page, from Liverpool for New Providence, and the William, Knox, from Bofton, run foul of each other laft month, off Madeira, and the former foundered.— The Captain, gunner, and a boy drowned.

The Spanifh fhip, Holy Family, from Barcelona, is loft near Alicant. Cargo faved.

The Columbia, Haydon, from Charlefton, got on fhore going into dock at Liverpool. The fhip and fome part of the cargo damaged.

The Three Brothers, Graham, from Cork for Dominica, was run foul of 20th April off Falmouth, by the Chriftiana Frances, Trotter, bound to Berbice; the latter is put into Falmouth with lofs of bowfprit, and the Captain and crew of the Three Brothers, on board; which veffel, it is feared, has foundered, fhe being very leaky before they quitted her.

The Bee, Webber, from Poole to Newfoundland, was taken 100 leagues Weft of Scilly, by the Brave French privateer, (fince captured), and carried into Vigo.

The following privateers were on the windward coaft of Africa, 8th March, 1804, viz. Egyptienne (fhip) of 40 guns; ———, do. of 32 do.; Renommee (fchooner), of 14 do; Amis do. of 14 do; Oifeau do. of 10 do.; Vigie Government fchooner.—Rofalie was fitting out at Goree, by the Captain of the Prudente, lately wrecked at Senegal.

The Stranger, Wompra, from London, was blown out of Madeira 7th March, and feen on 19th with all her mafts gone; had not returned on the 30th.

Captain Brand, of the Gen. Prefcott, arrived at Dartmouth from Oporto, reports that the Apollo frigate, and ten of her convoy, which failed from Cork the 26th March, for the Weft Indies, are loft on the Coaft of Portugal.

The Robert, Thurlbeck, from London to Cardiff, was taken 29th February by le Vengeur privateer, and carried into Dieppe.

The Salisbury, Renedy, from New Brunfwick to Jamaica, has been taken, retaken, and arrived at Naffau, New Providence.

The Eclipfe, Chevalier, from Valencia to Guernfey, is taken by a French privateer of 36 guns.

The Echo, Kendall, from London to Antigua, is taken by a privateer of 12 guns, and carried into Guadaloupe.

The Sally and Rebecca, of 22 guns, and the Rawlinfon, of 18 guns, from Demerara to Liverpool, are taken by the Blonde French privateer, and carried into Vigo.

The following Veffels were loft on the Coaft of Portugal, between Cape Mondego and Aveiro, early in the morning of the 2d of April, viz.——Perfeverance, Clutfam, from Briftol to Jamaica; Caledonia, Gelherfon, from Glafgow to do; Mary Ifabella, Harper, from Whitehaven to do; Active, M'Nicoll, from Glafgow to do; crews faved and part of their cargoes. Neptune, Marfhall, from Briftol to Jamaica; cargo loft, only five people faved,

[*To be continued.*]

Miss Paye Pinx — *Ridley sc*

THE HONOURABLE GEORGE BERKLEY,

Rear Admiral of the Red Squadron.

Pub. 31, August 1804. by I. Gold, 103, Shoe Lane.

BIOGRAPHICAL MEMOIR OF

THE HON. GEORGE CRANFIELD BERKELEY,

REAR-ADMIRAL OF THE RED SQUADRON.

"—————I wish no other herald,
No other speaker of my living actions,
To keep mine honour from corruption,
But such an honest chronicler."

SHAKESPEARE.

THE Honourable George Cranfield Berkeley is son to the late, and brother to the present Earl of Berkeley. The family is ancient; and, as will be sufficiently evident from the following account, of honourable origin :—

According to the custom of those times, when the English, in imitation of the Normans, began to assume their surnames from the place of their residence, this of Berkeley was then given to one Roger de Berkley, in the time of William the Conqueror, whose descendants did enjoy the same for some time; but the male line of that noble family ceasing, we are to observe that Robert Fitz Harding (a powerful man in his time) obtaining a grant of the castle and honour of the Berkeley from Henry, son of Maud the Empress, possessed himself thereof; whereupon his descendants assumed the surname, which, together with the castle and barony, continues to them in the male line to this day; of which Robert, I am to take notice, that his father is said to have been the youngest son to one of the kings of Denmark; or, as others affirm (which differs but little), to be descended from the royal line of those kings, and that accompanying Duke William of Normandy, in that signal expedition he made into England, was present with him in the memorable battle where king Harold was slain.

From this ancient and honourable stock have descended many great and noble personages, who have, in different ages, distinguished themselves both as statesmen and warriors.

The pride of birth has been repeatedly and deservedly ridiculed; for, unless the descendant of a noble family inhe-

rit the virtues of his forefathers, those virtues serve only to render his own degeneracy more conspicuous. On the other hand, nothing can be more delightful to the man of worth, than, on beholding the portraits of his ancestors, or on taking a retrospective survey of their conduct, to feel the glowing consciousness, that they were "*all honourable men.*"—In but few instances can this observation apply more forcibly than to the subject of this memoir; and, as the family of Berkeley has pre-eminently distinguished itself in our naval annals, we shall not apologize to our readers for presenting them with brief sketches of some of its illustrious members, previously to our entering on the life of the present Admiral.

Sir William Berkeley, lineally descended from the celebrated Robert Fitz Harding, mentioned above, was the third son of Sir Charles Bruton, created Lord Fitz Harding, and treasurer of the household to King Charles II. He was the brother of the brave Charles, Earl of Falmouth, who was killed in the memorable action between the Duke of York and Opdam.

Sir William, having adopted the naval profession, was appointed Lieutenant of the Swiftsure, in 1661; in 1662, he was removed into the Assistance; and, during the same year, he was promoted to command the Bonadventure. In 1663, he was nominated to the Bristol, and, in the year following, to the Resolution. In 1665, he was appointed to command the Swiftsure; and, notwithstanding his youth, he being at that time not more than twenty-six years old, was promoted to be Rear-Admiral of the Red Squadron, under the Duke of York. On the return of the fleet into port, after the defeat of the Dutch *,

* The memorable engagement here alluded to, began at three o'clock in the morning, on the 3d of June, off Lowestoffe, and continued with unabating fury until noon, without an advantage on either side, when the Earl of Sandwich, with the Blue Squadron, forced through the centre of the Dutch fleet, and threw them into such disorder and confusion as brought on a general flight. The Duke of York, in the Royal Charles, of eighty guns, and Admiral Opdam, in a Ship of the same force, were closely engaged for some hours. The Earl of Falmouth, Lord Muskerry, and Mr. Boyle, second son of the Earl of Burlington, were killed standing by the Duke, who received a wound in the head by a splinter from Mr. Boyle's head. In the midst of this desperate battle, the Dutch Admiral blew up; only five of the crew escaping out of five hundred. Soon after this fatal accident, four of their best Ships, from sixty to forty guns, ran foul of each other and were destroyed by a Fire-ship; and three still larger

he was advanced to be Vice-Admiral of the White, under Sir William Penn. In 1666, when the fleet was put under the command of Prince Rupert and the Duke of Albemarle, Sir William went to sea as Vice-Admiral of the Blue, and led the van of the fleet with his squadron. The separation of the White, under Prince Rupert, from the Blue and Red Squadrons, which remained with the Duke of Albemarle, and the bloody and desperate conflict * which took place in consequence of that fatal plan of operations, is well known. Towards the conclusion of the first day's action, Sir William Berkeley's Ship, the Swiftsure, a second rate, being, with two others, cut off from our line, was, after being completely disabled, unfortunately taken. To aggravate the misfortune, here also fell her brave Commander †. "Highly to be admired," says the author of the life of Van Tromp, "was the resolution of Vice-Admiral Berkeley, who, though cut off from the line, surrounded by his enemies, great numbers of his men killed, his Ship disabled, and boarded on all sides, yet continued fighting, almost alone, killed several with his own hand, and would accept of no quarter, till, at length, being shot in the throat with a musket ball, he retired into the Captain's cabin, where he was found dead, extended at his full length on a table, and almost covered with his own blood." Every possible respect was paid to Sir William's memory by the

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shared the same fate. The Orange, of 74 guns, was also burnt, and her crew perished. At four in the afternoon, the Admirals Stillingaurt and Cortmair, were killed, and their Ships bore out of the line without striking their flags, which drew many after them, and at length threw the whole into confusion. Van Tromp still continued to fight bravely, until eight at night, when he was obliged to give way, and leave the English masters of the sea. This was the most signal victory ever gained by the English, and the severest defeat that the Dutch ever experienced. They had eighteen Ships taken and fourteen sunk, beside such as were burnt. Four thousand men were killed, and two thousand made prisoners, sixteen of whom were Captains. On the side of the English, the Charity, of 40 guns, was the only Ship lost. The killed amounted to two hundred and fifty, among whom were the Vice-Admirals Sampson and Sir John Lawson, the Captains the Earl of Marlborough and Portland. The wounded did not exceed three hundred and fifty.

* It was in this engagement that de Witt, who was on board the Dutch Fleet, is said to have invented chain shot, which did incredible damage to the rigging of the English, and was a great means of the Dutch getting the advantage.

† The entire loss sustained by the English in this long and well-fought battle, is computed at sixteen men of war, ten of which were sunk, and six taken. Between five and six thousand men were killed and wounded. The English writers mention the Dutch to have lost fifteen men of war, twenty-one Captains, and five thousand men; their own authors confess nine Ships to have been lost, with a prodigious slaughter.

Dutch, his body being embalmed and deposited in the chapel of the great church at the Hague, by order of the States. A special messenger was sent to England, to King Charles, requesting he would give the necessary orders for the disposal of it; a civility which they professed to owe to his corpse, in respect of the quality of his person, the greatness of his command, and the high courage and valour which he displayed in that action in which he unfortunately fell.

Another of the present Admiral Berkeley's ancestors, of whom we are about to speak, was Charles, Lord Berkeley, of Stratton, in the County of Devon, the eldest son of the well-known Sir John Berkeley, the faithful servant of Kings Charles I and II. By the latter Sovereign, in grateful consideration of his eminent services and constant attachment to him, Sir John was created a Peer of Great Britain, by letters patent, dated at Brussells on the 19th of May, 1658.—Charles, at the early age of fourteen, entered on a military life, and served as a volunteer during two campaigns in the French army. When sixteen years old he returned to England, and was some time in the horse guards; but observing that there was little occasion for his service in that line, he went to sea, where he continued two years. In that period he made such progress in the art of navigation, and gave so many testimonies of his skill in maritime affairs, that upon his return he was honoured, by the King, with the command of the Tyger. This appointment took place on the 2d of July, 1681. He was sent soon afterwards to the Streights, to repress the insolence of those nests of pirates, Sallee and Algiers; not long after which he fell sick of the small-pox, and died in the Mediterranean, on the 6th of March, 1682, having then only just turned his twentieth year. His body was embalmed, brought to England, and buried in great funeral pomp at Twickenham, in the month of September following.

John, Lord Berkeley, the second son of Sir J. Berkeley, succeeded his brother Charles in the title and eſtate. This gentleman was a Naval Officer of great eminence. He was appointed First Lieutenant of the Bristol, on the 14th of April, 1685, and was promoted to the command of the Charles Galley on the 9th of July, 1686. He sailed soon afterwards to the Mediterranean, where he continued till the month of May, 1686. Soon after his return from thence he was appointed (on the 30th of August, 1688) Captain of the Montague; on the 27th of November following, he received a commission from Lord Dartmouth, at that time Admiral of the Fleet, to command the Edgar; and, on the 14th of December, he was appointed to act as Rear-Admiral of the Fleet, under the same Commander. This trust he faithfully executed, and without incurring censure, even from the

most violent partizans of the exiled James. He was subsequently appointed Rear-Admiral of the Red, and served in that rank on board the Fleet which was fitted out during the ensuing summer, to oppose the mighty armament of Louis XIV. When the heavier Ships were brought into port for the winter, Lord Berkeley was detached, with a strong Squadron to the westward, to cruize at the entrance of the Channel. He continued on this service, occasionally putting into Plymouth to recruit his water and provisions, from the month of October till the middle of January, when he returned to Spithead. He does not appear to have holden any command, after this time, till the year 1693, when he was, on the 8th of February, promoted to be Vice-Admiral of the Blue, and very shortly after to be Vice-Admiral of the Red. He hoisted his flag, first on board the Neptune, of ninety guns; and afterwards on board the Victory, a first rate; when, on the death of Sir John Ashby, on the 12th of July, 1693, he was promoted to succeed him as Admiral of the Blue. He served in that capacity, during the remainder of the year, under the joint Admirals, Killegrew, Delaval, and Shovel.—In the ensuing year, the first projected operation of the Fleet, which was under the command of Russel, was the attack on Brest. The execution of it was committed to Lord Berkeley (who had hoisted his flag on board the Queen), with a very strong division. But the force of the enemy, the strength of their fortifications, and the treachery of disaffected persons at home, rendered abortive the utmost efforts of gallantry on the part of the English; and, by giving the French timely notice at what point the meditated blow was to be struck, afforded them every opportunity of providing for their defence. No part, however, of that discontent, which a want of success, particularly in an expedition of such magnitude, never fails to excite, fell on his Lordship.—The Fleet returned into port immediately after this misfortune; but, as soon as it was recruited with ammunition and provisions, it sailed on an expedition similar to the former, against Dieppe and Havre de Grace. Very considerable mischief was in this instance done to the enemy.—Lord Berkeley returned to Portsmouth on the 26th of July, and the Fleet, having repaired the inconsiderable damage which it had sustained in the late encounter, sailed for the Downs, meditating farther mischief. His Lordship himself repaired to London to consult on such measures as should appear most likely to injure and distress the enemy. Various measures were proposed, amongst which was an attack upon Calais, in pursuance of which Lord Berkeley returned to the Fleet about the middle of August to carry it into execution. He sailed on the 19th; but the wind being contrary, and increasing almost to a tempest, he was obliged to return into the

Downs on the same evening. At a subsequent council of war, the plan was agreed to be impracticable at that advanced season of the year; so that the Admiral, seeing no prospect of any farther enterprise during the remainder of the season, returned to London on the 27th of the same month, resigning the command to Sir Cloudesley Shovel.—On the 12th of June, 1695, Lord Berkeley hoisted his flag on board the Shrewsbury, at Portsmouth. The Dutch Ships, under Lieutenant Admiral Allemonde, together with the bomb-ketches and small Vessels, joined him at Spithead on the 16th; and, on the 29th, the whole Fleet stood over to the coast of France, to renew the depredations of the former year. St. Maloes and Granville being the first objects of his attack, Lord Berkeley arrived before them on the 4th of July; and, having completely executed his commission*, returned to Spithead on the 12th.—On the 18th he sailed for the Downs, having been directed to make a second attempt on Dunkirk. Unfavourable weather prevented its being made till the beginning of August, when it proved equally unsuccessful as the former. It is proper, however, to observe, that not the slightest imputation of neglect or misconduct ever attached to Lord Berkeley, or to any of the Naval Officers who were present at it.—Foiled at Dunkirk, the vengeance of the English was next directed to Calais, where the mischief done to the enemy was much greater, and that sustained by the English and Dutch much lighter, than in the former enterprise †. The season being considered as too far advanced to warrant an attack on any other of the enemy's ports, the Fleet returned into the Downs on the 20th of August. Lord Berkeley struck his flag on the 18th, again leaving the command with Sir Cloudesley Shovel.—The French government, having projected the invasion of England, made every preparation for carrying it into execution early in the spring. To counteract this menaced ruin, a Fleet of fifty Ships of the line, English and Dutch, were collected with the utmost expedition, and sent to sea under the command of Admiral Russel, Lord

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* This service, which was executed under the conduct of Captain Benbow, was so complete, that the greater part of the town of St. Maloes, and also of Granville, was demolished. The whole force consisted of only six English and four Dutch Ships of war, eight Bomb-Vessels, nine Galliots, fourteen flat-bottomed Boats, and two Brigantines. The loss sustained amounted to sixty men killed and wounded. The Terrible Bomb was so much shattered that she was obliged to be sunk, with six or seven of the small craft.

† Six hundred shells were thrown into the town, and the magazine and several houses were destroyed. Captain Osborne of the Aldborough Ketch, was the only person killed upon this expedition.

Berkeley, Sir Cloudesley Shovel, and Vice-Admiral Ailmer, at a time when the French thought it impossible for the combined powers to have collected ten ships. This Fleet put to sea the latter end of February, and extended itself in a line from Dunkirk to Boulogne, completely blocking up the intended armament, and totally frustrating the preparations and threats of the French. Nothing particular occurred until May, when Sir George Rooke took the command of the Fleet, Lord Berkeley continuing to command the Blue Squadron under him. Towards the end of the same month, Sir George having been called to the Board of Admiralty, Lord Berkeley was appointed to succeed him; and, on the 3d of June, he hoisted the Union flag on board of the Britannia. On the 24th his Lordship sailed for the French coast; on the 4th of July he anchored with the Fleet about two leagues from Belleisle, and made a descent on the islands of Houat, Heydic, and Groy, burning the towns and villages, with several small Vessels, and bringing off fifteen hundred horses and black cattle. The Admiral next dispatched Sir Martin Beckman with a Squadron, to bombard and destroy the fortifications and magazines on the islands of Rhé, and town of Ollone, which he effectually performed, and reduced them to ashes. Towards the end of August, the Ships began to be in want of provisions, and his Lordship, finding that he could not land in Belleisle with any prospect of success, returned to Spithead with the Fleet.—The larger Ships were now ordered into port for the winter; and, before the time of their re-equipment returned, a pleurisy and fever attacked this brave and truly noble Officer, and put a period to his mortal existence on the 27th of February, 1697. At the time of his decease he was Admiral of the Fleet, having never resigned that appointment; Colonel of the Second Regiment of Marines; Groom of the Stole to his Royal Highness Prince George, and the first Gentleman of his bedchamber. Among the foremost in the hour of danger, his Lordship encouraged those whom he was sent to command by his personal example; he had, on every occasion, the happiness of effecting all that fortitude, joined to prudence and ability, could possibly hope for; and died, with the just reputation of a brave, experienced, and great Commander, at an age when few have had sufficient experience or opportunity to acquire the slightest celebrity or praise*.

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* At the time of his decease he was not more than thirty-four years of age, during eight of which he had borne the rank of an Admiral. His Lordship married Jane, daughter of Sir John Temple, of East Sheen, in the County of Surry, by whom he left one daughter, who died an infant.

James, Earl of Berkeley, was the grandson of George, first Earl of Berkeley, so created by Charles II in the year 1679. This George was the lineal descendant, in the twelfth generation, from Maurice Fitz Harding, the son of Robert Fitz Harding, who died in the year 1170.—This nobleman, having early manifested an inclination for a naval life, and having passed through the required gradations of service, was, on the 2d of April, 1701, appointed Captain of the Sorlings. Not long after the accession of Queen Anne, he was promoted to the Litchfield, of 50 guns; and, being detached from the main Fleet, under Sir George Rooke, to cruize in soundings, he fell in with and captured, after a smart action, a French Ship of War mounting 36 guns, and a large Vessel, homeward-bound, from Martinico, of very considerable value, both of which he brought into Spithead. He afterwards accompanied Sir Cloudesley Shovel on his expedition to the Mediterranean, for the proposed relief and succour of the Cevenois; and on his return from thence, assisted Captain, afterwards Sir John Norris, in capturing the Hazard, a French Ship of War, mounting 54 guns. In the beginning of the year 1704, he was promoted to the command of the Boyne, of 80 guns. On the 7th of March, in the same year, he was called up to the House of Lords, by writ, by the title of Lord Dursley, and was soon afterwards sent out, under Sir Cloudesley Shovel, to reinforce the Fleet already in the Streights, commanded by Sir George Rooke. At the memorable battle off Malaga, he was stationed in the line as one of the Seconds to Sir John Leake, and behaved with the greatest gallantry, his Ship (the Boyne) suffering more than any other in the Squadron, except that of the Admiral, sixty-nine of the Crew being either killed or desperately wounded.—In 1706, his Lordship commanded the St. George, a second rate, one of the Fleet sent to the Mediterranean, under Sir Cloudesley Shovel. He continued under the same Admiral, and on the same station, during the following year, in which he particularly distinguished himself at the siege of Toulon. On his return to England with Admiral Shovel, in the month of October following, he almost miraculously escaped being involved in the same unhappy fate with him. His Ship actually struck on the same ridge of rocks with the Association; but the very wave which destroyed that noble Ship, providentially set the St. George afloat. On the 26th of January, 1708, although only twenty-seven years of age, he was appointed to be Vice-Admiral of the Blue. Having hoisted his flag on board the Berwick, he was immediately appointed either second or third in command, under Sir George Byng, of the Fleet equipped for the North Sea, to oppose the French armament fitted out at

Dunkirk to support the cause of the Pretender *. The designs of the enemy being baffled, the Fleet returned into port about the end of March, soon after which Lord Dursley was appointed to command a Squadron in Soundings. On the 26th of June he fell in with three French Ships of War; but they, being just out of port, and perfectly clean, which was not the case with his Lordship's Squadron, effected their escape. In the months of July and August, Vice-Admiral Lord Dursley held a command under Sir George Byng, in a Fleet which was employed on the French coast. A body of troops, commanded by Lieutenant General Erle, and embarked on board a Fleet of transports, accompanied this expedition, the object of which was to annoy the enemy by making a descent on their coast, and thus dividing their attention from other operations. The alarm having spread, the coast was lined in all places that were accessible with troops and batteries, which rendered every attempt to make a descent impracticable. On the 16th of August, Lord Dursley, in the Orford, with six other Men of War, Frigates, &c. sailed to the westward to cruize in Soundings; but the want of stores and provisions, as well as the foulness of his Ships, compelling him, after a few days' cruize, to put into Plymouth, nothing farther was effected by the force under his command, than the capture of a French Merchant Ship bound to Placentia, which was taken by the Salisbury. His Squadron having been refitted, Lord Dursley was again employed, from the latter end of September to the beginning of November, on the cruizing service. The indefatigable diligence of his Lordship gave great satisfaction to the merchants, as it hindered the French Privateers from venturing near our coasts.——On the 21st of December, Lord Dursley was advanced to be Vice-Admiral of the White; and, either on the day that his commission was dated, or on the one which preceded it, his Lordship again put to sea, and, on the 29th, had sight of two large French Ships: the enemy, however, by throwing several of their guns and other heavy articles overboard, escaped, and his Lordship, after a short cruize, returned into port with no other prize than an inconsiderable Vessel laden with fish from Newfoundland.——He again sailed in the middle of February, 1709, and had scarcely put to sea, when two French Privateers, mounting twelve guns each, were taken

* The French expedition put to sea on the afternoon of the 6th of March; but Sir George Byng did not receive intelligence of this till the 9th, when he pursued, and, on the 13th, got sight of the enemy in the Frith of Forth. By a manœuvre, however, the French effected their escape, though not without the loss of the Salisbury, an English prize then in their service, with several persons of quality on board, who had followed the fortunes of King James.

by different Ships of his Squadron. On the 29th of March, his Lordship received orders to see the outward-bound Lisbon Fleet safe to a certain latitude. He had scarcely fulfilled these instructions, and parted from his charge, when, on the 9th of April, he fell in with the Achilles, of 70 guns, commanded by M. du Guay Trouin, and the Glorieux, of 44 guns, which Vessels had only the day before taken the Bristol, an English Ship of War, mounting 50 guns. His Lordship gave chase, and re-took the Bristol, which, by a shot in her bread room, sunk soon afterwards; but her crew, excepting twenty, were saved. The Glorieux, with three hundred and twelve men, was taken; but the Achilles, though much shattered, escaped by her fast sailing. His Lordship's Squadron had seventy-two men killed and wounded in the action. He returned to Plymouth from his cruize on the 13th of May, during which, he captured, beside the men of war, a Privateer of 14 guns and a hundred men, and two or three Merchantmen. In July, Lord Dursley proceeded, with a small Squadron, off Schouwen, in Zealand, for the purpose of intercepting some Ships laden with corn; but, not being so fortunate as to meet with them, he returned to Plymouth and resumed his old command. The Lord High Admiral having received intelligence of the exact strength, station, and designs of M. du Guay Trouin to intercept our West India Fleet, Lord Dursley was dispatched, in the beginning of October, to cruize in the Soundings for its protection. In about three weeks his Lordship fell in with the Barbadoes Fleet; and, having seen them safe into the Channel, returned to his station. On the 31st of October, continuing to cruize at the entrance of the Channel, Lord Dursley took a French Ship from Guadaloupe, said to have mounted 40 guns, and to have had on board a cargo valued at upwards of 100,000l. He also took two or three other inconsiderable prizes, and afforded the most complete protection and security to the trade of England. On the 14th of November, Lord Dursley was advanced to be Vice-Admiral of the Red; and, in the beginning of May, 1710, he came into port and struck his flag. After this period, he appears to have enjoyed a retirement of some years' continuance. By the death of his father, on the 24th of September, 1710, he became Earl of Berkeley, and was immediately afterwards constituted Lord Lieutenant of the County of Gloucester, as well as of the city of Bristol, and *custos rotulorum*: he was also appointed Warden of the Forest of Dean; and, on the 21st of November following, High Steward of the City of Gloucester. His well-known zeal for the interest of the House of Hanover had so highly recommended him to the notice of King George I, that, immediately on the accession of that Monarch, he was appointed one of the Lords of his bedchamber,

and restored to the offices of Lord Lieutenant of the County of Gloucester, and City of Bristol, from which he had been removed, through the influence of party, in the year 1711: on the 18th of December he was also reinstated in the office of *custos rotulorum* of the county above mentioned, from which he had likewise been displaced. On the 16th of April, 1717, he was sworn a Member of the Privy Council, and on the same day appointed First Lord Commissioner of the Admiralty; which high station he continued to fill, with much reputation, during the remainder of the reign of King George I. On the 13th of March, 1719, in consequence of the rupture with Spain, he was appointed Admiral and Commander in Chief of the Fleet. Having hoisted his flag on board the Dorsetshire at Spithead, he sailed from St. Helen's on the 29th of the month, with a Squadron of seven Ships of the Line, to join another of the same force, under Sir John Norris, which was cruizing between Scilly and the Lizard. Having stretched as far as Cape Clear, he returned into the British Channel on the 4th of April; and coming into Spithead, struck his flag on the 15th, and repaired to London. After this time he appears to have retired totally from active service as a Naval Commander. Earl Berkeley was five times one of the Lords Justices of Great Britain, whilst his Majesty George I went to Hanover; and being elected a Knight of the Most Noble Order of the Garter on the 31st of March, 1718, he was installed on the 30th of April following, and placed in the fourteenth stall at Windsor.——His Lordship departed this life at the Castle of Aubigny, a seat of the Duke of Richmond, in France, (being there for the benefit of his health,) on the 17th of August, 1736, and was buried at Berkeley. His Lordship married the Lady Louisa Lennox, (eldest daughter to Charles, first Duke of Richmond,) who died of the small-pox on the 15th of January, 1717, in the twenty-third year of her age, and was buried at Berkeley. She left issue one son, Augustus, fourth Earl of Berkeley, (the father of the present Admiral,) and a daughter, Lady Elizabeth, married in February 1728, to Anthony Henley, of the Grange, in the County of Southampton, Esq., and died in September, 1745.——The personal influence and political consequence of this noble personage were greater than those of any of his contemporaries; but his merits silenced even the breath of envy; and the most distinguished naval characters were content to serve under a man, an imitation of whose conduct and gallantry was the certain path to honour, fame, and national veneration.

The Honourable William Berkeley was the second son of the Right Honourable William, Lord Berkeley, and Frances his wife, daughter of Sir John Temple: he was consequently nephew to those

eminent naval characters, John and Charles, Lords Berkeley, already noticed. Pursuing the steps of those great men, he entered early in life into the sea service; and, having passed through the several subordinate stations, he was, on the 11th of December, 1727, appointed Captain of the Superbe, or, according to some accounts, of the Rippon. This gentleman's life was too short, and the services on which he was employed too disadvantageous, to permit him to display those talents which graced his noble ancestors, and which we have no reason to doubt of his having possessed with undiminished lustre. In 1732, he was appointed to the Tyger, and ordered to the coast of Guinea, whence he was afterwards to proceed to Barbadoes. He unhappily died at sea, on his passage thither from Africa, on the 25th of March, 1733.

We find mention of another naval gentleman (George) who bore the family name of Berkeley; but in what degree of consanguinity he stood we have not been able to ascertain. On the 27th of May, 1728, he was appointed Captain of the Bredah; after which we find no farther mention of him till the year 1740, when he commanded the Windsor, of 60 guns, one of the Ships employed on the West India station under Admiral Vernon. He accompanied that gentleman on the expedition against Carthagena, and returned home in July, 1741, with Admiral Lestock. His next appointment was to the Revenge, of 70 guns, in which Ship he was some time afterwards ordered to the Mediterranean. In the encounter with the French and Spanish Fleets off Toulon, he was stationed to lead the Fleet on the larboard tack. As he consequently closed the rear of Admiral Lestock's division, he was not in the action itself, and therefore was happily uninvolved in the disgrace which attended it. He did not long survive his return from the above station; but died in England on the 15th of January, 1746.

It is our most anxious wish, never to conceal the meritorious exertions of talent; but, that we might not too long detain the reader from the immediate subject of this Memoir, we have been as brief as possible in our biographical sketches of the above-mentioned distinguished Characters. Having paid our humble tribute to departed worth, demanded by the *manes* of illustrious men, and by their not less honourable descendants, we proceed with our task.

The Honourable George Berkeley was born in the month

of August, 1753, and was educated at Eton School, that respectable seminary to which so many of our greatest men are indebted for the elements of their knowledge. In 1766, at little more than twelve years of age, he quitted his scholastic studies, and embarked in the Mary Yacht, under the Flag of his relation Admiral Keppel, who was appointed to convoy over the unfortunate Caroline Matilda, then married to the King of Denmark. Captain Norton, at the particular request of her Danish Majesty, permitted his young *elève* to accompany the Queen as page, which service he performed, and afterwards returned to England with the rest of her *suite*, in the Mary. Mr. Berkeley next went out in the Guernsey, of 50 guns, which Ship bore the broad pendant of Commodore Palliser, then Governor of Newfoundland. Recommended by his talents, the Commodore placed him under the care of Mr. Joseph Gilbert, then Master of the Guernsey, and who afterwards accompanied Captain Cook round the world. Under the eye of this excellent Officer, he surveyed the greater part of Newfoundland and the Gulf of St. Lawrence; and some parts of the best charts of this coast are understood to be the performance of his pencil. On this station he remained two years, and was then sent to the Mediterranean *, in the Alarm Frigate, commanded by Captain Jervis, now Earl of St. Vincent. In this situation he gained the applause of his Captain, and was particularly distinguished by his exertions when that Frigate was nearly lost at Marseilles. From the Alarm he was removed into the Trident, the Flag Ship of Sir Peter Denys, then commanding in the Mediterranean. His conduct on this station was such as to induce Captain George Watson, of the Pallas Frigate, to solicit permission for him to act as Lieutenant on board of that Ship. Here he remained, until September 1772, when he received his first commission as Lieutenant of the Trident, in which Ship he continued till the allotted term for the Mediterranean station had expired, in 1774.

* In 1769.

On his return to England, Mr. Berkeley presented himself as a candidate, and stood the great contest for the County of Gloucester, which cost the parties upwards of 100,000l. By thus engaging in politics, and taking part with his friends, who were then in the opposition, he remained unemployed till 1778; when his relation, Admiral Keppel, having hoisted his Flag in the Victory, he was appointed one of his Lieutenants, and was intrusted by him with the most important dispatches to Government. At this time some overtures were made to him by the First Lord of the Admiralty *; but, not deeming them worthy of attention, he immediately returned to his Ship. Soon after this, the battle of the 27th of July, 1778, between the English and French Fleets, under the respective commands of Keppel and d'Orvilliers †, was fought; a battle which, by the peculiar circumstances which attended it, was subsequently productive of more party clamour and acrimonious invective, than perhaps any other event in our naval history.

Almost immediately after this, in September, 1778, Mr. Berkeley was appointed to command the Firebrand Fireship, and served in the Channel Fleet under Admirals, Sir Charles Hardy, Darby, Kempenfelt, &c.

In August, 1779, the combined Fleets of France and Spain having, by some means, escaped the notice of the British Fleet, which was then cruizing in the Soundings, entered the Channel, and, for some days, excited considerable alarm at Plymouth. At this period the Firebrand was repairing; and Mr. Berkeley acted as *Aid-de-camp* to Admiral Lord Shuldham, the Commander in Chief at that port. In this station he displayed so much activity, and was of such

* Lord Sandwich.

† The subordinate Commanders, on the part of the English, were Sir Robert Harland and Sir Hugh Palliser; on that of the French, the *Ducs* de Chaffault and Chartres.——For an interesting account of this engagement, see the Biographical Memoir of the late Augustus Lord Viscount Keppel, in the NAVAL CHRONICLE, Vol. VII.

essential service in reconnoitring the enemy, disposing of the sea force, and forming other arrangements of defence, that his professional character was regarded with the warmest approbation and esteem. In proof of this, we have to mention, that the most pressing letters were written by Lord Shuldham, to the Admiralty, for his promotion; in answer to which, he was given to understand, that Captain Berkeley, on account of the part which he had taken in politics, could not be promoted at home, but that he should be sent abroad with appropriate recommendations. Accordingly, he was appointed to the Fairy Sloop, of 14 guns, and, in the spring of 1780, he was sent out express to Newfoundland, by Admiral Edwards, the Governor, to take upon him the command of the sea forces on that station, and to concert, with the Commanding Officer of the troops, the best means of defending the Island against the French, who then menaced it with an attack. In two months after his arrival, he took nine sail of Privateers *, of equal force to the Ship which he commanded; and so meritorious was one of these actions considered, in which he attacked and captured two Privateers of 14 guns each, which had engaged and taken the *Coureur* Sloop of War, that the Admiral made him Post into the Vestal † Frigate of 28 guns. In this Ship he had the good fortune to capture and destroy many more of the enemy's Vessels.

In 1781, our Officer was at the relief of Gibraltar, under Admiral Darby, where he particularly distinguished himself against the gun-boats, two of which he destroyed under the guns of the fortress of Ceuta.

In 1782, he was appointed to the Recovery, of 32 guns;

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* Among the Ships which were captured this year on the Newfoundland station, were, the Phœnix, an American Privateer, of 16 guns and sixty men; and the Mercury, an American Packet from Philadelphia, on board of which was Henry Laurens, Esq. formerly President of the Congress, bound on an embassy to Holland.

† Previously commanded by Captain George Keppel.

and on the 13th of April, in that year, he sailed from Spithead, with a Squadron under the command of Vice-Admiral Barrington, on a cruize to the westward. The Vice-Admiral was sent out with this Squadron, which consisted of twelve Sail of the Line, for the purpose of intercepting a French convoy, from Brest, bound for the East Indies. On the 20th of the month, he was so fortunate as to fall in with the object of his pursuit; and, after a chase of some hours, one Ship of 74 guns, *le Pegase*, was captured by the Foudroyant; as was *l'Actionnaire*, pierced for 64 guns, but at that time armed *en flute*, by the Queen; and, by other Ships of the Squadron, ten or eleven of the Transports and Store-ships, out of eighteen which were in company when the convoy was first discovered. It was in this action that the present Earl of St. Vincent, who then commanded the Foudroyant, so eminently distinguished himself by the capture of *le Pegase**, for which he was favoured with the particular notice of his Sovereign, and, in consideration of his services, was invested with the Most Honourable Order of the Bath. Captain Berkeley, too, though his name was not ostentatiously displayed in the public dispatches, had his share in the labour and the glory of the day. His conduct did not pass unnoticed, as, in reward for his activity, he was promoted to the command of *le Pegase*.

The Vice-Admiral's Squadron having been much scattered during the chase, and having encountered several hard gales, as soon as he had collected his Ships together he proceeded for England, and arrived at Spithead on the 26th of April, with most of his prizes.

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* *Vide* the NAVAL CHRONICLE, Vol. IV, p. 8.——It was from the circumstances of this action;—not from his conquests in the West Indies, not from his protracted blockade of the great naval port of Spain, not even from the action (one of the most brilliant in the Naval History of this Country)—that the noble Earl chose to select the supporters of his shield of honour:—on the dexter side appears the Eagle, with the thunder of Jove, representing the Foudroyant, which he commanded; and, on the sinister, the offspring of Medusa, the Pegasus, which he had vanquished.——*Such* supporters are *really* honourable.

On the general peace taking place, in 1783, the Channel Fleet was ordered into port to be reduced and paid off; in consequence of which the Seamen at Spithead became very riotous, manifesting a violent spirit of mutiny, which, on board of several of the Ships of war, was carried to an alarming height. The Crews, in opposition to the orders of the Admiralty and of their Officers, insisted upon their being paid off at Portsmouth; and it was not until coercive measures were resorted to, that the mutiny was quelled*. At this distressing period, it was highly creditable to the attention and spirit of Captain Berkeley, that the most perfect order and discipline were preserved on board of the Ship which he had the honour to command. So satisfactory indeed was it, that Lord Howe returned his particular thanks to our Officer for the due state of subordination in which he found his Ship's Company.

The next mention that we find of Captain Berkeley is in the year 1786, when he commanded the Magnificent, of 74 guns, and was particularly chosen, by the Honourable Admiral Leveson Gower, to practise the evolutions, and make trial of the new code of signals which are at present used in the Royal Navy.

In 1786, he was appointed Surveyor General of his Majesty's Ordnance; and, in 1792, he commanded the Niger Frigate, of 32 guns; being at the same time honoured with

* On this occasion, Lord Hervey, Captain of the Raisonable, of 64 guns, displayed great firmness and resolution; his Ship being ordered round to Chatham, the Crew refused to weigh the anchors, upon which his Lordship assembled them upon deck, and, after pointing out the impropriety of their conduct, directed them to execute the orders which he had received. The men still hesitating in their compliance, he instantly, with his Officers, who were armed, seized on those who appeared to be the ring-leaders, and, having confined them in his cabin, soon brought the rest of the Crew to obedience. On the Raisonable's arrival at Sheerness, the mutineers were tried by a Court Martial, and four of them were condemned to suffer death. Three were accordingly executed at Sheerness, on the 11th of August, 1783, on board of the Carnatic, Dictator, and Scipio. The fourth was reprieved, just as he was about to be executed on board of the Thetis.

a commission of the highest importance, as President of a Board of Engineers and Commissioners, for the purpose of enquiring into the abuses and frauds committed against Government in the West Indies. This service he performed, with honour to himself, and to the entire satisfaction of Government.

In 1793, war commenced between Great Britain and France; and, in 1794, the ever memorable battle of the 1st of June was fought between the English and French Fleets. In this conflict, so glorious to the national character of Britain, Captain Berkeley commanded the Marlborough, of 74 guns, and bore so distinguished a share in the enterprise of the day, as to receive the highest encomiums from the Commander in Chief, the late Admiral Lord Howe. Having experienced the exalted satisfaction of seeing two of the enemy's Ships, l'Impetueux, and the Mutius Scævola, strike to the Marlborough, he, being most dangerously wounded in the head and leg, was compelled to quit the quarter-deck.

After having dwelt at considerable length on this splendid action, in our memoir of Lord Howe*, it would be superfluous here to enter largely into its general merits; it would, however, evince a want of candour and of generosity, were we to pass over unnoticed the particular exertions of Captain Berkeley.——It is known that, on the 21st of May, Earl Howe, having obtained certain intelligence that the French Fleet had some days before put to sea from Brest, and were then not many leagues to the westward of him, went immediately in quest of them. On the morning of the 28th, being about 140 leagues west of Ushant, the enemy were discovered at some distance to windward; it then blowing fresh from the S. by W. with a rough sea. Upon their perceiving the British Fleet, they bore down in a loose order;

* *Vide* NAVAL CHRONICLE, Vol. I, p. 19. See also the Biographical Memoirs of Admiral Sir T. Paisley, and of Captain Harvey, in Vols. III and IV of the NAVAL CHRONICLE.

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and soon after, hauling again to the wind, began to form in order of battle. The British Fleet still continued in the order of sailing, excepting the Marlborough (Captain Berkeley's Ship), the Bellerophon, Leviathan, Audacious, Russell, and Thunderer, which were advanced a considerable distance to windward, and were coming fast up with the enemy's rear. About a quarter before two, the British Admiral gave the signal for a general chase, and to engage the enemy. Towards the close of the day, Rear-Admiral Paisley, in the Bellerophon, closed with the rear Ship of the enemy's line, a three-decker, on which he commenced a firm and resolute attack, supported occasionally by the respective Ships in his division. The Bellerophon, being soon disabled, fell to leeward; at which time the Audacious came up, and continued to engage the same Ship for two hours without intermission; when the enemy's mizen-mast having fallen overboard, her lower yards and main-top-sail-yard having been shot away, and being otherwise much shattered, she fell athwart hawse the Audacious. Soon, however, getting clear of each other, the enemy put before the wind, nor was it in the power of the Audacious to follow her, her rigging and sails being cut to pieces, and she being for some time quite unmanageable. As soon as the Audacious was in a condition to sail, she wore, and steered down to join the Fleet; but the night was so extremely dark, that her Captain (Parker) could not discern their lights, and by this means she parted company. In the morning, at day-light, Captain Parker discovered nine of the enemy's Ships, two of which gave chase, about three miles to windward of the Audacious. Her situation was for some time very alarming; but, by the active exertions of the Officers and Men, she was soon capable of making such sail as to preserve her distance: the Ship with which she had been engaged on the preceding evening—afterwards found to be le Revolutionnaire—was observed about a mile and a half to windward, totally dismasted. On the 29th, a partial engagement took place between the hostile Fleets, in which

some of the enemy's Ships were much crippled, and the advantage of the weather-gage was obtained by the English. Thick foggy weather, for the two following days, prevented any farther operations on either side, though, at intervals, the Fleets were in sight of each other, and not many miles distant.

On the morning of the 1st of June, both Fleets being drawn up in order of battle, at half past seven the British Admiral made the signal to bear up, and for each Ship to engage her opponent in the enemy's line, which seemed to wait for the attack with great resolution. In a short time a most tremendous cannonade commenced from van to rear, which raged with unceasing fury for about an hour. The enemy's line was forced through in many places, and they began to give way. At a little after nine o'clock, the Marlborough engaged the French Ship l'Impetueux, which, after having been *pretty well handled*, was relieved by the Mutius Scævola. British valour, however, was triumphant, and *both* the Frenchmen, after a farther contest, were compelled to strike to the Marlborough. Immediately after this event, a French Ship, of 120 guns, came under the stern of the Marlborough, and raked her with a broadside, which killed and wounded a great number of men, and produced much other mischief *. It was now that Captain Berkeley bled for his country. He bled, but he was not conquered. At this interesting moment, he went up to his First Lieutenant—now Captain Montague—his face then streaming with blood, and bade him take his sword and the command of his Ship. He was borne from the quarter-deck; but, notwithstanding his wound was of the most serious nature, after it had been dressed he attempted to go upon deck. Nature, however, was exhausted; he fainted on the cock-pit stairs, and remained for a long time in a state of insensibility.

* The entire loss of the Marlborough, in this action, was twenty-nine killed, and ninety wounded.

In the course of the action the Marlborough was wholly dismasted.

With the subsequent particulars, and general result, our readers are already acquainted. It will be sufficient, therefore, to observe, that the French Admiral, having been vigorously attacked by the Queen Charlotte, bore up in great confusion, and was followed by all those of his Ships which were able to carry sail, leaving the rest, which were dismasted and crippled, at the mercy of the English. On the clearing up of the smoke, eight or ten of their Ships were seen, some totally dismasted, and others with only one mast standing, endeavouring to make off under their sprit-sails. Seven of these were taken possession of; one, le Vengeur, sunk before the whole of her Crew could be taken out, not more than two hundred and eighty of whom were saved. At intervals, a distant and irregular firing was heard, between the fugitives and their pursuers, till about four in the afternoon; by which time the French Admiral had collected most of his remaining Ships, and had steered off to the eastward. The Queen Charlotte having lost both her top-masts, the Defence, as well as the Marlborough, being wholly dismasted, and several others of our Ships being materially damaged, Earl Howe brought to, for the purpose of securing his prizes, and of collecting his Fleet together before night.

On the 11th of June, Lord Howe entered the Channel, with the prizes in tow; on the following day he ordered Admiral Graves, with a part of the Fleet, to Plymouth; and on the 13th of the month, his Lordship arrived at Spithead with the remainder.

Captain Berkeley, in common with the other Officers of the Fleet, received the thanks of both Houses of Parliament, for his meritorious services on this occasion; in addition to which, he was rewarded, at the next promotion of Flag Officers, by being appointed Colonel of Marines, and was one of the very few Officers in the action of the 1st of June,

who were honoured with the *medal of merit*, accompanied by the following letter from Earl Spencer, then First Lord of the Admiralty:

SIR,

"The King having been pleased to order a certain number of gold medals to be struck, in commemoration of the victory obtained by his Majesty's Fleet, under the command of Earl Howe, over that of the enemy, in the actions of the 29th of May, and 1st of June, 1794, I am commanded by his Majesty to present to you one of the medals above mentioned, and signify his Majesty's pleasure that you should wear it when in your uniform, in the manner described by the direction, which (together with the medal and ribband belonging to it) I have the honour to transmit to you.

I am also commanded by his Majesty to acquaint you, that had it been possible for all the Officers on whom his Majesty is pleased to confer this mark of his approbation, to attend personally in London, his Majesty would have presented the medal to each of them in person; but that being, from various causes, at this time impossible, his Majesty, in order to obviate all further delay, has therefore been pleased to direct them to be forwarded in this manner.

Allow me to express the great satisfaction I feel in being made the channel of communicating to you so distinguished a mark of his Majesty's approbation.

I have the honour to be, &c.

Admiralty, 9th Nov. 1796. "SPENCER."

In 1795, Captain Berkeley was appointed to command the Formidable, of 98 guns, in which Ship his discipline and conduct were such as to procure him the thanks of the Admiralty, as well as of his commanding Officers, particularly those of Admiral Viscount Duncan, under whose command he served in the North Seas. In this Ship he was also under Admiral Cornwallis's command, the Formidable being one of his Squadron which blocked up the French Admiral Richery in the port of Cadiz.

In the spring of 1798, several *corps* of Sea Fencibles were raised, agreeably to a plan proposed to the Admiralty by Captain, now Sir H. R. Popham, consisting of Fishermen, Seamen employed in Coasters, and other men employed on

the water, in the different harbours, rivers, and creeks along the coast*. Captain Berkeley was appointed to command the *corps* for the protection of the coast of Sussex, extending from Emsworth to Beachy-head, and also gave in some plans for the defence of that part, which were highly approved by Government, and ordered to be adopted.

On the 14th of February, 1799, his Majesty was graciously pleased to advance Captain Berkeley to the rank of Rear-Admiral of the Blue Squadron. On this promotion, he hoisted his Flag in the Mars, of 74 guns, commanded by Captain John Monckton, in which Ship he served in the Channel Fleet, first under Admiral Lord Bridport, and afterwards, in 1800, under Earl St. Vincent. By the former of these Officers he was sent with a Squadron to blockade the port of Rochefort, in which a Spanish Admiral in a first rate, with five Ships of the Line, had anchored. This service he performed effectually for fourteen weeks.

When Earl St. Vincent assumed the command of the Channel Fleet, his choice fell upon Rear-Admiral Berkeley to command the advanced Squadron, when employed in blockading the force of the enemy, assembled in the harbour of Brest. This insulated circumstance evinces more strongly the opinion which Earl St. Vincent must have formed of our Officer's professional talents, and speaks more forcibly in their praise, than would the most laboured eulogium from the warmest panegyrist.—Rear-Admiral Berkeley continued to perform this arduous duty, till, compelled by a severe indisposition, (when the Mars was ordered in to refit,) he re-

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* These men were to be trained to the ufe of the pike, and exercised at great guns if any were in the district. A Post Captain, and a certain number of Commanders, according to the extent of the district, were appointed to command them. The pay and allowance to the Post Captain were one pound ten shillings per day, and five shillings for a clerk, stationary and travelling; the Commanders twenty shillings per day, and an allowance of one shilling and ninepence more for contingencies. The men are granted protections from the Captains of the district, and, at each muster, or exercise, receive one shilling each.

quested leave of absence, for the purpose of recruiting his health.—Peace being concluded in the ensuing spring, 1802, he has not been employed since that time.

On the 1st of January, 1801, he was made Rear-Admiral of the White; and, on the late promotion, April the 23d, 1804, he was advanced to the rank of Rear-Admiral of the Red Squadron.

A late trial, in which Admiral Berkeley was Plaintiff, has excited much conversation *. It arose from some political resentments, expressed in a weekly publication, against some of the Parliamentary speeches of the Hon. Admiral, implicating also his courage as a Naval Officer. Had any doubt, however, been entertained on this subject, by an impartial public, the honourable testimony of Captain Montague, and others, must have placed his professional character beyond the future lash of envy, malignity, or party-rancour.

The portrait of Admiral Berkeley, which is prefixed to this memoir, is from an original miniature, recently taken by a young female artist, of rising celebrity.

HERALDIC PARTICULARS.

Augustus, the fourth Earl Berkeley, (son of James, third Earl Berkeley, by Louisa Lennox, eldest daughter of the first Duke of Richmond, aunt to the present Duke,) was born February the 18th, 1716; married, May 7, 1744, Elizabeth, daughter of Henry Drax, of Charborough, in the County of Dorset, Esq. and died Jan. 9, 1755 —By his Lady (who survived his Lordship, and married, Jan. 2, 1757, to her second husband, Robert, late Earl Nugent, and died June 30, 1792) he had issue, Frederick Augustus, the present Earl: James, born July 26, 1747, and died an infant—Louisa, Elizabeth and Frances, born July 22, 1748, twins with Louisa, died infants—Georgiana Augusta, born Sept. 18, 1749; married April 20, 1766, to George Forbes, Earl of Granard, and had issue; after whose death, in 1780, she re-married the Rev. Samuel Little, D.D., by

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* *Vide* NAVAL CHRONICLE, Vol. XII, p. 56.

whom she has issue, George, born in 1782—Elizabeth, born in Dec. 1750; married first, May 30, 1767, to William Lord Craven, and had issue—and secondly, Oct. 13, 1791, at Lisbon, to his Serene Highness Christian Frederick Charles Alexander, Margrave of Brandenburgh, Anspach, and Bayreuth:—George Cranfield (the subject of the preceding memoir), born August, 1753; married August 23, 1784, Emily Charlotte, daughter of Lord George Lennox, brother of Charles Duke of Richmond; and has issue, George Henry Frederick, born July 9, 1785, now a Lieutenant in the Royal Regiment of Blues—Anne Louisa Emily, born March 18, 1788—Georgiana Mary, born July 4, 1793—Mary Caroline, born June 18, 1795.

ARMS.] *Gules*, a chevron between ten crosses pattee, six above and four below.

CREST.] On a wreath a mitre, *gules*, garnished, *or*, charged with the paternal coat.

SUPPORTERS.] Two lions, *argent*, the sinister having the ducal crown and plain collar and chain, *or*.

MOTTO.—*Dieu avec nous.*

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

BARBARITY OF THE DUTCH AT CEYLON.

THE infamous affair at Amboyna has through the whole world circulated the eternal disgrace of the Dutch name. There is another instance of their abominable policy, which is less known in Europe, but has excited general indignation in the Eastern world. In the year 1798, Captain Pakenham, of the Resistance, happening to be with his Ship at Timar, one of the Spice Islands lately conquered by the English, he was invited along with his Officers, by the Dutch Governor, to an entertainment. Some circumstances prevented the Captain from accepting the invitation; his Officers however went, and found, with astonishment and horror, that the Dutch had made hospitality a pretext to obtain an opportunity of assassinating them. They were set upon without the least warning, and the First Lieu-

tenant, with one or two more, were infamously murdered, with some Sepoys, who attempted to defend their Officers. The Surgeon, however, who was a very strong man, with the assistance of two Sepoys, fought his way to the beach, and made good his retreat to his Ship. Upon the Surgeon's representing this barbarous conduct of the Dutch, Captain Pakenham instantly gave orders to fire upon the town, and it was in consequence soon reduced to ashes. The Dutch inhabitants, and all those who were concerned in the massacre, fled precipitately into the interior of the island. Several of the perpetrators of the crime were afterwards taken, and suffered for their treachery.

ENCROACHMENT OF THE SEA.

AN Officer many years in the army in the East Indies, being struck with Mr. Churchman's idea of reducing to a system all the changes of the land gaining on the sea, and *vice versa*, has made known these facts. He was acquainted with a lady who died at Madras in the year 1797, at the advanced age of 96 years, who used to say, that the sea had encroached there about three English miles, within her remembrance; that some years ago a row of cocoa nut trees stood in the place where Ships now ride at anchor. From the time he left India in 1797, until his return there in 1799, the sea had encroached so much as to cause the beach-house belonging to the customs, which stood at the south end of the fort, to be removed three miles to the north of it, and that the sea at that place continued to encroach gradually on the land every year.

TELEGRAPHIC ESTABLISHMENT.

A PLAN of a Telegraphic Establishment for Domestic and Commercial Purposes, having been suggested some time since to Mr. Boaz, the ingenious patentee of a Day and Night Telegraph, that gentleman has lately submitted proposals for a local experiment, to the inhabitants of Liverpool. A line of Telegraphs is, in consequence, about to be established from Liverpool to Holyhead, for the purpose of announcing the arrival of Ships bound for Liverpool, and of procuring pilots. Another line has been suggested, from Liverpool to Hull, through Manchester to Leeds; and another from Liverpool to London, through Chester and Birmingham. These several lines would not cost more than 13,000l.; and, on a moderate calculation of the messages which would be sent through them, at the rate of a guinea for eight words, per 100 miles, there is

no doubt but the establishment would, on the average, net an annual profit of 2 or 300 per cent. The person with whom this plan originated, hoped to see it executed by Government, and a telegraphic establishment extended from the metropolis to every market town in the kingdom; but it is probable that its utility and profit must first be demonstrated by the experience of private individuals, before the nation at large can be made to participate in the advantages of so wonderful a system of conveying intelligence—a system which would confer a sort of ubiquity on those who might choose to avail themselves of it, and which would render the whole of this busy and extended nation like one concentrated metropolis.

NEW APPARATUS FOR FILTERING WATER.

MESSRS. Harman and Dearn, of Rotherhithe, have invented an apparatus for filtering water, which will obviate the inconveniences of the filtering stone. The new apparatus consists of a stone-ware vessel, perforated with holes, upon which coarse gravel is laid, and upon that a stratum of fine gravel, and lastly fine sand. Upon the top of the sand is laid a perforated and loaded board, or plate of earthen ware, to prevent the sand from being disturbed when the water is poured in. The fineness and depth of the silicious sand will regulate the perfection and expedition of the process; and the delicacy of the vessels and sand may be insured by changing the latter from time to time; for example, once in a fortnight or three weeks.

HAWKINS'S POLYGRAPH.

THIS useful invention, for which Mr. Hawkins, of Oxford Street, has recently obtained a patent, consists of a simple, powerful, and cheap combination of a parallel ruler, suspended by a spring wire, and moving on small guided brass wheels, on which the apparatus traverses. By means of tubes and connected limbs or joints, two or more pens are so attached to the movements as to act with the greatest facility, and one person is thereby enabled to write several copies of a letter, at the same time, with no more than the usual trouble of writing one letter. They have already been constructed with two, three, and five pens; and more, if necessary, might be managed. The utility of this machine is obvious in all cases demanding secrecy and dispatch.

NEW INVENTED JIB.

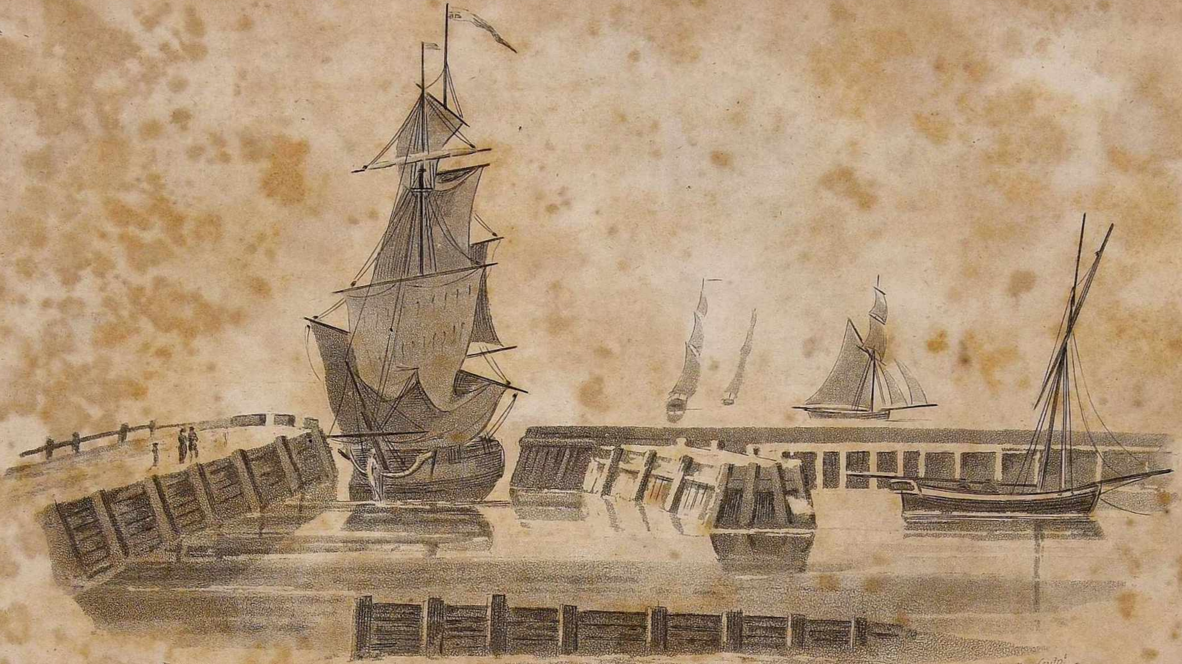
MR. I. BRAMAH has invented a new jib. The peculiar construction consists in perforating the axis or pillar of the crane, and in conducting the rope through this perforation, by means of an additional pulley fixed on the top of the arm of the jib. Thus the rope proceeds from the goods which are hoisted, through a pulley fixed, as usual, at the extremity of the jib; it then passes over another pulley, fixed at the extremity of the jib, to a third fixed at the opposite extremity of the jib, and is by this pulley conducted through the perforated axis, or pillar, to another pulley, whence it is immediately directed to the crane by which the weight is elevated.

LIQUOR FOR EXTINGUISHING FIRES.

M. DRIUZZI has invented a kind of liquor which in certain cases prevents combustion. It consists of two parts of common soda dissolved in seven pints of water, which is reduced to two-thirds by ebullition, and strained through a piece of cloth. The liquor has no more effect on wood, however, than common water; but it is very useful in extinguishing fires produced by oily, fat, and bituminous substances.

DESCRIPTION OF PLATE CLVIII.

BRIDLINGTON Quay, whence this view of the Pier and Entrance to the Harbour was taken, is about a mile distant from the large, old, populous Town of the same name, in the East Riding of Yorkshire, 209 miles from London. The Harbour affords a good shelter for Ships against the N.E. and N.W. winds. Several Acts of Parliament have passed for the repair and improvement of this Harbour, particularly the last, in 1723; since which it has been much attended to. It is frequently resorted to by Colliers. A sand called the Smethick is in the Bay, which greatly tends to break the force of the Winds and Waves from Seaward, and the Lands on the North shelter it from the Winds off shore. Here is very good anchorage in 4 to 6 fathoms at low water, and very good going in or out at the West end of the Sand; and Ships may stand in to the shore in any depth, at pleasure.



F. W. del.t Wells sculp.t

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Bridlington Bay, Eastern Coast of Yorkshire.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

IT is of course in your recollection, that, in the year 1741, a plan was suggested to the Admiralty, by Arthur Dobbs, Esq. for making an attempt to discover a North-West passage to China and India. The Board accordingly fitted out two Vessels, which sailed under the direction of Captain Middleton, who had been many years a Commander in the service of the Hudson's Bay Company. The two following letters, the insertion of which may perhaps gratify some of your readers, were written by a gentleman on board the Furnace Bomb, one of the Ships under the command of Captain Middleton.

I am, Sir, Yours,

B. A.

From on board his Majesty's Ship the Furnace, in Churchill River, North America, June 21, 1742.

THE 27th of June we left the Orkneys. The 16th of July we made *Cape Farewell*, about 446 leagues to the westward of the *Orkneys*, and about four or five leagues distant from us. The land, which was rocky and high, was covered with snow. The 25th of July we made the island of *Resolution*, which makes one side of the *Straits Mouth*; and here we were pretty much in danger, on account of the thick fogs, being close upon the land before we could perceive it, and having a fresh of wind right in upon the shore: in the *Straits* we met with a great many islands of ice, some of them 50 fathoms perpendicular above water, and three times as much under: these islands make yearly from the northward away to the southward, where they melt and decay. The 3d of August we fell in with a great deal of broken ice, but soon got clear of it. On the 5th we saw a large cake or field of ice, which from the top-mast-head we could not see over; but by standing to the windward for 84 hours, we got clear of it, and the 7th of August made the land about *Churchill River*, which lies in 59° 10′ north latitude, and longitude from *London*, above 83°. The 8th we got into the river's mouth, and moored Ship. Here is an English settlement or factory, belonging to the Hudson's Bay Company, with

a strong fort, where we resolved to winter, seeing the season was then too far spent for proceeding on our intended discovery.

The winter sets in here about the beginning of September, and continues till June, during which the ground is all covered with snow or ice. But it is impossible to give a just idea of the severity of the weather, to those who have never personally seen or felt its effects; it generally freezes to such a degree that no man whatsoever is able to face the weather with any part of his body naked or exposed, but in the shortest space of time he is froze, in such a manner, that the part turns whitish and solid like ice, and when thawed, blisters like scalding or burning. Several of our men have lost their toes and fingers by being froze, nay, the spirits of wine or brandy freeze and turn solid; our cloathing is a beaver or skin tuggy, above our other clothes, shoes of deer-skin, with three or four socks of thick blanketting or warm cloth above our stockings; mittens of beaver lined with duffield or thick cloth; and a beaver cap with a chin cloth which covers the greater part of the face; and when we walk out, we use a pair of snow shoes, made of thongs of deer-skin, about six feet in length, and a foot and a half in breadth, to support us from sinking in the snow; the ice we found to be seven feet deep in the middle of the stream in the river. There is no disease or distemper prevails here, except it be the scurvy, by which we have lost ten of the best of our Seamen; there are great plenty of partridges in the winter time, which are entirely white, and a vast flight of wild geese in the fall of the spring. We have had no less than 6000 geese killed this spring, by about 20 Indians, 3000 we have got salted for use, besides 5 or 600 we used fresh. The soil is but a barren kind, though plenty of wood, such as pine, which is the only tree that grows here. The native Indians are a very active people, but unmindful of futurity, only careful for the present; they are of a swarthy colour, and middle stature.

They trade in all kinds of fur with the English, for brandy, tobacco, guns, powder, shot, and little nice fineries, of which they are very proud; but opportunity wont allow me to give a particular description of them. They dwell in tents, and remove from place to place as best suits their turn. The 1st of June the river broke up, and in a few days after we got the Ships out of the stream, after two months unspeakable toil, in cutting them clear of the ice; and now we have got all things ready for sea, full of hopes of success, and desirous to get rid of this dismal country. In case we meet with success we shall be out another winter, and lie at *California*, on the other side of the Continent.

I am, &c. J. L.

The Second Letter.

Orkneys, Sept. 19.

THE 1st day of July we set out from *Churchill Fort*, on our intended discovery. The 8th we entered Sir *Thomas Roe's Welcome*, which is about 14 leagues across; the 9th we fell in with a vast body of broken ice, in which we were inveigled three days, being obliged to ply our warps and grapnels; the 12th, having got amongst thinner ice, we set sail, and stood over for the north shore. In the lat. 65° 10′ we named a high land *Cape Dobbs*, in honour of Squire *Dobbs*. Observing an opening to the northward of the Cape, we stood in for it, designing to come to an anchor to try the tides; but finding that it was the mouth of a great river, we run eight leagues up it, and at last were obliged to come to an anchor amongst broken ice, where we rode in the greatest danger. Here several *Usquemays* came off in their canoes, who saluted us with their shrieks and hideous yells, and brought us some whalebone and train oil, which they gave us for little bits of iron, of which they are wonderfully fond. They are people of a very swarthy complexion, well made, vigorous and active; but by accounts of them, of savage dispositions, though I think quite otherwise; they wander from place to place, and live by hunting and fishing, at which they are very expert in their own way. During our stay in the river *Wager*, we killed a good many deer; we were obliged to stay here for 16 days, and could not possibly put to sea on account of the prodigious quantity of ice. The 4th of August we left the river, and stood away for the northward, being blessed with fine weather; we had a full prospect of the land on each side; in the latitude 66° 30′ we saw the land stretch away to the westward, which gave us great hopes, but afterwards found it to be nothing but a bay, land all round; then standing away for another opening on the east side, we laid the Ship to, and went ashore to take a survey from the top of a high mountain, when we could see the sea all froze in one solid body for about 20 leagues to the S E., and finding at the same time that the flood tide came from thence, we were fully confirmed that it had a communication with the east Sea, and that there was no such thing as a passage to the Western Ocean, as was expected. The 8th of August we bore away to the southward, and made some further search about the latitude of 64°. Thus having traversed all along the bay, the 15th we took our farewell of the bay; the 20th we made the head of the Straits; the 26th got clear of them, and lost sight of the land. In the passage from the Straits we had very strong gales, though pretty fair. The 15th of September we came in at *Hoy Sound*, and anchored in *Stormness* harbour.

Never were Ships worse manned; several of our men are dead in the country, the one half of the remainder so taken with the scurvy, that they have been incapable of doing duty.

I am, &c. J. L.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AS I have long thought that the Articles of War need some revisal, and as I trust they will one day come under the consideration of the Legislature, I wish you would recall the attention of your readers to the debate on this subject, which took place in the year 1779, in the House of Commons.

Thursday, Feb. 25, 1779.

Sir *Charles Banbury* arraigned the 22d of George the Second, which indiscriminately dooms the Coward, the Disaffected, and the Negligent Officer to death. Cowardice and disaffection might deserve such a punishment, but gentlemen would surely think death too severe a punishment for negligence; and as the Admiral had disclaimed a discretionary power, which, if they have not, they ought to have, to keep up the forms of the Constitution by acting as a Grand Jury, he would be glad to place such a power somewhere, that the Officers of the Navy, who so gallantly fight for their country, might have some shield for their honour and their lives: He moved, therefore, that the Members of Naval Courts Martial, in case of negligence, might have a discretionary power to inflict a capital or such other punishment, as from circumstances should appear more proper. Such a clause as this would have saved the life of an unfortunate man (Admiral Byng), whose fate, he said, was a reproach to our laws.

Sir *William Meredith* did not like to hear the law arraigned; if a sentence were unjust, there was redress in the mercy of the Sovereign, which it was as much the right of the Subject to demand, as it was the prerogative of the Prince to grant; nor could he admit that there was any thing in Admiral Byng's case which was a reproach to the law.

Mr. *Byng* stood up the champion of his uncle's memory. The Court Martial, he said, had been unanimous in their recommendation for mercy; and such warm debates had passed between the Members, that a sentinel placed near the door of the room in which they were

deliberating, was removed to a greater distance, that he might not overhear them. As to the Royal Mercy, his Uncle had never applied for it; he knew it would be in vain. The Admiral was totally indifferent about his fate; it was his family that applied for mercy, not knowing then what he now might venture to say, that the party to whom they applied was prepossessed; that he was himself concerned in the prosecution, and that he had even gone so far as to point out to the Admiralty the Officers who would be the most proper to form the Court Martial. He added, that if he was so disposed, he could unfold a transaction that would astonish the Committee. At present he would return his thanks to the Hon. Gentleman, for a motion, which, he hoped, would make the blood of his Uncle the last *innocent* blood that should be spilled by the cruel law by which he perished.

Sir *William Meredith* would not give up the point; he still contended that the Admiral's case was not so favourable as was thought; he declared that the President of the Court Martial had said to him, "I am not a hard-hearted man, and yet my eyes were the dryest in the Court."

Lord Beauchamp wished to put the Courts Martial in the land and sea service on the same footing; in the former, the Court, even in cases of cowardice and disaffection, can use a discretionary power, and transmute the punishment of death into any other they think proper.

Mr. Burke, Mr. Fox, and Gen. Conway, spoke in favour of the motion, which was carried without a division.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following Letter, which appeared in the Gentleman's Magazine for May last, is worthy of a place in your valuable Chronicle.

S.

Permit me to trouble you with a few more last words, respecting the Survivors of Lord Anson's Expedition. In addition to *Mr. Fortescue*, mentioned in p. 227 of your Magazine, *Captain James Halls* of the Invalids, who sailed round the world with Anson, still survives, at the age of about 85, or 86. He has resided at, or near Portsmouth, about 40

years. Captain Halls, from two marriages, has a numerous family; and his eldest son, James Halls, Esq. of Colchester, in Essex, has nearly or altogether twelve children. The *Halls* were originally from *Read* in Suffolk; but two of them, Robert and John, bred to the profession of the law, (the one, father of Captain Halls, the other, maternal grandfather of Mr. Lawrence, the agricultural writer,) settled at Colchester, in Essex, about a century since. The Rev. John Halls, the elder brother of Captain Halls, died some few years past, nearly 90 years of age, at Colchester, where he had resided through life, respected for extensive charities, and for a strength and peculiar acuteness of intellect. The bulk of his very considerable fortune is inherited by his nephew, James, as above mentioned.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following Remarks were lately given in to Lord Melville, by *Captain R. Willis*, of the Royal Navy:—

Vessels on their return to England, either do, or ought to endeavour to strike Soundings in the latitude 49° 25′. In this parallel they will have Soundings in about 95 or 100 fathoms, 50 leagues to the westward of *Scilly*. I conclude that our enemies generally cruise at no great distance from that parallel, in hopes of falling in with our outer and homeward-bound Convoys: for the outer-bound ought not to bear up until they are in the longitude of 12° or 13°, to enable them to weather *Cape Finisterre*, should the wind come to the westward. Half a dozen cruisers, or more, (the Captains, Officers, and Crews, agreeing to share, in all that might be taken by them, jointly,) might extend themselves to the southward, from the latitude of 50°, at such distances as to observe Signals; or eight or ten Cruisers might be formed in two divisions on the same plan. If some such mode of cruising was practised, they would cover that tract of Sea on which I think Privateers principally hover, in order to fall in with our Convoys. Such of these Cruisers as fall in with an homeward-bound Convoy, might, in case of necessity, proceed with them to *Scilly*, and then return to their Station. If Cruisers, and armed Vessels, from the *Frith of Forth* to *Scilly*, were more connected, our Coast would be more effectually defended.

C.

NAVAL LITERATURE.

A Reply to a Pamphlet intituled " A Brief Inquiry into the present Condition of the Navy of Great Britain:" Wherein is clearly demonstrated, the Force of the Enemy, and what was opposed to it by the late Board of Admiralty; as well as the actual Strength possessed by the King's Dock Yards, and their Ability to keep up and increase the Navy, without the Aid of Merchant Builders.—8vo. pp. 36.

THE " Brief Inquiry," to which the pamphlet before us is " a Reply," has been reviewed in a preceding part of the present volume of our Chronicle *. We have expressed our conviction, that the *Inquirer* wrote from principle; we are fully disposed to admit, that his opponent has acted from the same impulse; and it will be acknowledged, by every impartial reader, that the latter is completely master of his subject, and that, in argument, information, and fact, he has greatly the advantage of the *Inquirer*. He excites no spirit of alarm, yet he does not refrain from the disclosure of many important truths which militate against the mismanagement of our Royal Dock Yards, &c.

The author of the present pamphlet defends the system of blockade, and the severity of discipline which has been resorted to; and contends, that the late Board of Admiralty has not merited the insinuations which have been thrown out, of a want of energy in our naval department.

One thousand one hundred and five men (says he) *above the vote of the House of Commons for the year*, were raised previous to their retiring from office, independent of an efficient body of Sea Fencibles, amounting to 31,945 men.

The *most exaggerated* accounts which have been received of the enemy's preparations, state them to consist of 48 Sail of the Line, 37 Frigates, 22 Corvettes, 4 Praames (or Sloops of War), 120 Gun Brigs of the first class, carrying each 6 guns, and 2115 Gun-boats, Schuyts, and Boats and Vessels of every sort or descrip-

* *Vide* p. 34.

tion; to oppose which there were, on the day the late Admiralty retired, 88 Sail of the Line, 15 Fifties, 125 Frigates, 92 Sloops, 18 Bombs, 40 Gun Brigs of 12 guns each, 6 Gun-boats, 82 Cutters and Schooners, 41 armed Ships, and 997 Boats armed with guns, on the Coast, besides 5 Sail of the Line, 1 Fifty, 4 Frigates, and 3 Sloops, which will be ready to commission in the month of June. This statement includes, as well the enemy's as our own force in every part of the world; but as the general attention of the country has been directed to the threatened invasion, I shall state the force which the enemy *is said to have prepared* for that purpose, and also that which the late Board of Admiralty *had allotted* to oppose it. From the Texel to Havre-de-Grace the enemy's preparations are said to consist of 5 Sail of the Line, 6 Frigates, 6 Corvettes, 4 Praames, 120 Gun-brigs of 6 guns, and 2115 Gun-boats, Schuyts, and other Boats and Vessels; to oppose which there were, under the command of Lord Keith and Sir James Saumarez, 21 Sail of the Line, 7 Fifties, 36 Frigates, 30 Sloops, 12 Bombs, 29 Gun-brigs of 12 guns each, 41 Cutters and Schooners, and 19 armed Ships, independent of 925 Boats and Craft armed with guns, on the Coast, in the Channel, and in the Rivers Thames and Medway.

The above is an important statement, and ought to inspire confidence in our national strength.

Our author informs us, that, in stating the number of men, he has followed the same plan as was adopted for making out the return to the House of Commons; the *data* on which that was grounded being the number of men who were mustered at the latest period, to which correct returns had been made at the Navy Office, and the number raised since that day at the several *rendezvous*.

The information here presented relative to the King's Dock Yards, is highly interesting, and merits the most serious attention. Our author admits, that the number of Ships said to have been launched therefrom, may be correctly stated by the *Inquirer;* but observes, that all astonishment ceases, when the mode of working the men in the King's Yards is developed. Each gang is composed of the *very best*, the *middling*, and the *worst* workmen in the Yard, who all work together and receive wages alike; consequently there is no stimulus for exertion, and the *best* men are brought

down to the level of the very worst. The *actual strength* of the King's Yards, the writer contends, is far greater than has been supposed; and, on this subject, he particularly claims the attention of Administration to the following statement:—

I am able to assert, from the most accurate information, that the number of Shipwrights and Caulkers, exclusive of Apprentices, employed in all the Merchants' Yards in England and Scotland, does not exceed 5329; and by the return laid before the House of Commons, respecting the trade and navigation of the country for the year 1803, it appears that in the preceding year 967 Ships, of 104,789 tons, had been built in the Merchants' Yards, (exclusive of two Ships of the Line of 3436 tons for the Navy;) and that 15,750 Ships of 1,801,458 tons, had been kept in repair. Of these Shipwrights and Caulkers no more than 1116 are employed in the River Thames, who, besides the almost exclusive trade of the India Company, amounting to 89,076 tons, and the building and keeping in repair a full proportion of the above tonnage of Merchant Ships, are, it is contended, capable of launching five or six Sail of the Line per year for the Navy.

By the return now before the House, it appears there are 3732 Shipwrights and Caulkers at this time employed in the King's Yards, of whom 862 are apprentices, which leaves 2870 efficient Shipwrights and Caulkers, admitted, generally speaking, by all parties, to be far better workmen than those in the Merchants' Yards.

THE WHOLE NAVY, that is, every Ship or Vessel (exclusive of such as have been recently purchased) appertaining to the Crown, *including* HULKS, PRISON-SHIPS, &c. consists of 160 Sail of the Line, 22 Fifties, 218 Frigates, and 430 Sloops and smaller Vessels, making in all 830 Ships and Vessels of about 523,331 tons, of which about 114,000 tons have been *taken from the enemy*, and, I blush to say, about 246,000 tons *have been built by contract*; leaving, to the eternal disgrace of the King's Yards, as their produce, notwithstanding they contain more than half the number of efficient Shipwrights to be found in all the Merchants' Yards of this kingdom, *no more than* about 163,331 tons! And will it be credited, that the Shipwrights in the King's Yards were actually paid, during seven years of the late war, no less a sum than 1,962,636*l.* 18*s.* 9*d.*, which is 80,775*l.* 6*s.* 3*d.* *more* than the whole amount of *building and making the masts and yards* of the WHOLE NAVY, (as above stated,) even INCLUDING ALL THE SHIPS TAKEN FROM THE ENEMY AND BUILT BY CONTRACT!! Let it not, however, be supposed that the new Ships

built in the King's Yards are the only fruit which the country has received for the immense sums of money paid to the Shipwrights therein: the case is very different: for much of their labour, *fettered* and *crippled as it is* by the mode of working them, which I have before pointed out, has been applied to the repairs of Ships, and I may add, *mostly to those built by contract.* Of TWENTY-SIX Sail of the Line, which were in the action of the 1st June, 1794, TEN had been built by contract, and cost 324,318*l.*, on which had been expended in repairs, (previous to the action,) in the King's Yards, no less than 171,124*l.* The repairs of the contract-built Ships which were in the actions of the 14th February, 1797, and 1st of August, 1798, bore a still greater proportion to their original costs, and the EIGHT contract-built Ships which were in the action of the 11th October, 1797, (exclusive of the four India Ships which had never before been at sea,) cost 231,258*l.*, and their repairs in the King's Yards amounted to 172,400*l.*

From the foregoing statement, it appears that 5329 Shipwrights and Caulkers, (exclusive of apprentices,) *in the Merchants' Yards*, can not only keep in repair nearly TWO MILLIONS OF TONS of shipping, (which are in *constant wear*, and not lying in the harbours, as one-third of the Royal Navy has and ever will,) and build upwards of 100,000 tons per year, but also add one half to the list of the Navy, whilst 2870 Shipwrights and Caulkers in the King's Yards have not kept in repair *five hundred and twenty-three thousand two hundred and thirty-one* tons, and have built only 29 Sail of the Line in 24 years. Moreover, let it be remembered, as *a well authenticated fact*, that 46 Shipwrights can, without any extraordinary exertion, *build* a 74 *gun-Ship in twelve months!* to which need only be added what has been stated by Mr. Wells, "that in the year 1795, he launched from *his yard* 8000 tons of shipping *more than any three* of his Majesty's Yards together launched in the same period." I find that Mr. Wells has, at this time, in his Yard, 140 Shipwrights, (apprentices included,) which is 17 more than can be found in the employ of any other Merchant-builder in the kingdom. What conclusion then, let me ask, must be drawn with respect to the mode of working of the men in the King's Yards, and *what they ought to perform*, when it is known that three of the King's Yards averaged, during the whole of the year 1795, TWO THOUSAND FIVE HUNDRED AND THIRTY Shipwrights, apprentices included.

The writer of the "*Reply*" will not believe, that Ships built by contract are, in general, by any means so well put together as those which are built in the King's Yards; and,

in support of this opinion, his reasoning is cogent.—He thinks, that though there may perhaps, at this instant, be a deficiency of *labourers* in the Yards in the River Thames, occasioned by the high wages given in building the barracks, and the enormous bounties for the Army of Reserve, Militia, &c. yet there is an abundant stock of the most *essential artificers*,—SHIPWRIGHTS. This opinion is also supported by very clear deductions.

On the subject of timber, our author's statements are not less important. Our limits will not permit us to follow him through all his observations; but we must remark, that he has fully succeeded in proving, "that the failure in having three years' stock of timber on hand does not rest with the late Admiralty." On the alledged scarcity of timber, at Sir William Rule's return from "tree hunting," he says :—

The timber-merchants, well knowing the actual state and necessities of the Yards, kept aloof: some intended to withdraw from the service; others were of opinion that timber was *so scarce*, it was doubtful whether any could be procured! At last, however, their obdurate hearts were softened, and they *gently yielded* to a farther advance in the price of 10 per cent. with an alteration in the terms of the Contract, of about 7 per cent. more in their favour. When this billing and cooing with the *wood doves* was over, and the arrangement was finally settled, the scarcity of timber was no longer talked of, but *twenty five thousand loads were offered in a trice.*

One more extract, and we have done :—

It was far from my wish to have said any thing respecting the measures which the present First Lord of the Admiralty may think proper or be advised to pursue, with regard to the Navy; nor should I have touched on the subject, had not the Brief Inquirer made an observation, "that the best mode of giving new vigour and energy to our Marine, consists in the employment of the merchant docks for the repair of the Ships in ordinary, &c." If any man shall have given this advice to the present First Lord of the Admiralty, the following statement will shew how unworthy he is, *be he who he may*, of his Lordship's confidence: I have purposely selected the circumstances attending the Boston, because she was repaired by Mr. Wells, who concludes his letter by saying, that not one sixpence of his fortune has

hitherto been derived from Government; but that in his future Contracts he means to secure himself what he shall consider as a just profit.

The Boston, a 32-gun Frigate, of 676 tons, was built by contract in the River Thames, in the year 1762, for 7,534*l.*; between which time and 1781, a period of 19 *years*, there was expended on her in repairs in the King's Yards the sum of 9,522*l.* In 1783 she was repaired by *contract* in Mr. Perry's Yard for *fourteen thousand two hundred and thirty-four pounds;* and in the same year the Greyhound, a 32-gun Frigate, of 682 tons, was built by another contractor for 9,872*l.*, and had not one shilling laid out upon her in repair before 1794, a period of 11 *years*, whilst the Boston in 1791, after a lapse of *only* 8 *years* from the repair by contract, which had cost *such an enormous sum*, was again repaired *by Mr. Wells*, at the expense of *fourteen thousand four hundred and fifty-three pounds*, at which time *a new Ship of her size and class* (at the contract price then paid, viz. 12*l.* 4*s.* per ton) would have cost no more than 8,247*l.*!!!

Various other points are elucidated in this tract; and, on the whole, we cannot but consider it as the most important publication which has hitherto appeared on either side of the question.

No Gun-boats, or no Peace! A Letter from Me to Myself. By the Rev. Joshua Larwood. 8vo. pp. 40. 1s. Stockdale.

THIS little tract evinces much humour, much force of argument, and much clearness of demonstration. *Delenda est Flotilla!* is its motto; and our author observes, "that there are *two ways* by which this *Deletion* may be effected;—namely, by *Battle*, or by *Compact.* Should the enemy," he continues, "(and may Heaven in its gracious benevolence to Britons grant that he may) *come out*, our tars will effect it by *great guns* and *small arms.* Should the enemy (which Heaven in the rectitude of its vengeance forbid!) decline the *single-handed* contest, then must our Ministers effect it by Negociation and Treaty."

"In former Treaties of Peace," observes Mr. Larwood, "it has been usual to establish on each side of the disarming Powers, reciprocal and respectable Commissioners, to super-

intend and effectuate the mutual disarmament. Heretofore such Commissioners were limited to dismantling *Ships of the Line*; but with the enemy's Ships of the Line the danger does not now rest: a *Gun Boat*, as an unit of an *Armada* of Gun Boats, is an object of more insufferable offence, than la Ville de Paris of three decks; an assassin dwarf, destined and dispositioned for midnight mischief and murder, is more perilous to the safety and sanctity of repose, than the huge noon of day giant, caparisoned for undissembled Field of Battle contest. Let England unponiard her [the French] Dwarf Assassins, and she is confident against the Giants of the World in Arms!"

Our author, and we think with much justice, contends, that Britain should sacrifice all her colonial conquests, were they infinitely more numerous and valuable than they are, without even the redemption of any thing lost in the course and casualties of war, rather than, at a peace, she should suffer the French gun boats to remain in even an unruddered, unmasted, unordonanced existence. Scuttling, swamping, even burning will not do, unless they be drawn up high and dry upon the beach and reduced to ashes.

In reply to the remark, "*Suppose the enemy will not accede to your demand*," the letter-writer observes, "the answer is short, but necessary, *Then we will not make peace!*"

We could with much satisfaction present a variety of interesting extracts from this pamphlet; but, rather than deprive it of its essence, we wish to recommend it to the notice of the public in an unmutilated state.

Imperial Parliament.

HOUSE OF COMMONS.

FRIDAY, JULY 6.

MR. HUSKISSON rose, pursuant to notice, to move for leave to bring in a Bill, enacting certain regulations to be observed on the opening of the London Docks. It was expected they would be opened in the beginning of September next, and it was time to fix

the regulations by which they were to be guided. The object of the Bill would be to afford additional facilities to trade; to provide for the security of that trade, and, at the same time, for the security of the revenue. These were the three objects of the Bill; it would necessarily embrace much detail, with which, however, he should not now trouble the House. The Right Hon. Gentleman then moved for leave to bring in a Bill for warehousing goods within the limits of certain Docks, and for making Regulations for the conduct to be observed with respect to the said Docks.—Leave given.

WEDNESDAY, JULY 11.

The Seventh Report from the Commissioners of Naval Inquiry was presented.—Ordered to lie on the table, and to be printed.

MONDAY, JULY 16.

The Eighth Report from the Commissioners of Naval Inquiry was presented; which was also ordered to lie on the table, and to be printed.

WEDNESDAY, JULY 18.

Sir *William Dolben*, after a few short remarks on the rapid decrease of growing timber in this country, and the total inadvertence to this circumstance, in all that immense number of Enclosure Bills which have been passed within the last two years, and which, in his mind, should have strictly enjoined the planting of timber trees in the hedge-rows of all such enclosures, expressed his high approbation of the Committee instituted some years since under the auspices of his Majesty's present Chancellor of the Exchequer, to investigate and report the then state of Timber growing on his Majesty's Woods and Forests, and the Report of which Committee had been so satisfactory and so productive of public utility. He gave notice of his intention early in the next Session to bring forward a proposition on this subject, and hoped for the aid and support of that Right Hon. Gentleman who had brought forward the former measure to which he had alluded.

TUESDAY, JULY 31.

Parliament was prorogued, by his Majesty in person, to Tuesday the 4th of September next.

Gazette Letters.

ADMIRALTY-OFFICE, JUNE 26, 1804.

Extract of a Letter from Vice-Admiral Rainier, Commander in Chief of his Majesty's Ships and Vessels in the East Indies, to the Secretary of the Admiralty, dated on board the Trident, in Bombay Harbour, 24th January 1804.

THE Albion and Sceptre captured the Clarisse French Privateer, of twelve guns and one hundred and fifty-seven men, on the 21st of December, in

lat. 1° 18′ South, and long. 95° 20′ East. The Clarisse sailed from the Isle of France the 24th November, victualled for six months, to cruize in the Bay of Bengal; she had not made any capture.

ADMIRALTY-OFFICE, JULY 21, 1804.

Copy of a Letter from Vice Admiral Lord Viscount Nelson, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Victory, at Sea, May 19, 1804.

SIR,

I herewith transmit you, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Captain Pettet, Commander of his Majesty's Sloop Termagant, giving an account of the Boats of that Sloop having, on the 15th instant, taken possession of the French Chebeck Privateer Felicité, off Port Favona in Corsica, which it appears the enemy had scuttled previous to their leaving her, as she soon afterwards sunk.

I am very much pleased with Captain Pettet's exertions in having destroyed this Vessel, as she was one of the finest Privateers in this country, and had captured two of our Merchantmen last year, off Tunis.

I am, &c.

NELSON & BRONTE.

Termagant, Port Farma Island, off Corsica, May 15, 1804.

MY LORD,

I have the honour to acquaint your Lordship, that at two P.M. I chased a strange Sail under the land, but before I could arrive up with her, she got into the Port Farma, and anchored behind a reef of rocks. I came to, with the Sloop, and sent the Boats in, who brought her out; but from the enemy's having scuttled her, she went down within half a mile of the shore in fourteen fathoms water; she proved to be the Felicité French Chebeck, commanded by Captain Felix Podesta, belonging to Ajaccio, mounting two long guns in the bow, and six brass swivels, besides small arms, &c and I believe 60 men, as she appears to have rowed 30 oars.

I am sorry to add, that one man was wounded in boarding. I cannot say too much in praise of the Crew and Officers upon the occasion.

I have the honour to be, &c.

R. PETTET.

The Right Honourable Lord Viscount Nelson, K.B. &c. &c. &c.

ADMIRALTY-OFFICE, JULY 24.

Copy of a Letter from Captain George Morris, Commander of his Majesty's Sloop the Penguin, to William Marsden, Esq.; dated off Senegal Bar, the 25th of March, 1804.

His Majesty's Sloop Penguin, off Senegal-Bar, March 25, 1804.

SIR,

I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty, that, cruizing off Senegal, according to their Lordships' orders, on the 17th instant, a French Privateer Schooner, in endeavouring to avoid his Majesty's Brig under my command, ran on shore on the Bar, where I had great reason to hope, from the surf running high, she would have been destroyed, in which I was disappointed. The surf continuing, I had no opportunity of destroying her till the 24th instant. On the 23d, in the evening, I observed two armed Schooners had dropped down to the mouth of the river; and on the morning of the 24th, from the one on shore having shifted her position, I had reason to believe they were endeavouring to get her off, I therefore stood as close in shore as the nature of the case would admit, and commenced an attack on them, in hopes of driving them up the river, and eventually to

burn the one on shore. We exchanged shot for an hour and a half, when finding I could not get sufficiently close to effect my purpose, I stood off.

Lieutenants Williams and Rayley, with many of the Crew, having volunteered their service, and fearing she might be got off and rendered a farther annoyance to our trade, I was inclined to accept their offers, though the armed Schooners were then within two cables' length of her, and the surf still running high, threatened much opposition to their exertions. At ten P.M. I dispatched Lieutenant Williams in the Jolly Boat, (conceiving her best adapted to the surf,) with orders to destroy her if possible; at one A.M. I had the satisfaction to see her completely on fire, and at day-light totally destroyed. The service was performed unobserved by the enemy, and reflects great credit on Lieutenant Williams and his party, for the cool and steady manner in which they conducted the enterprize, and merits my greatest acknowledgments and thanks.

I learn she was called la Renommée, a Vessel of large dimensions, commanded by Citizen Renaud, mounting twelve six-pounders, two of which were on board when destroyed, and two nines, manned with eighty-seven men, belonging to Senegal, from Cayenne, last from Goree.

I have great pleasure in adding, that not a man was hurt on this occasion.

I have the honour to be, &c.

W. Marsden, Esq. Admiralty. G. MORRIS.

Copy of a Letter from the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c. to William Marsden, Esq.; dated at Ramsgate, the 22d July.

SIR,

I transmit for their Lordships' information, a copy of a letter from Captain Owen, of his Majesty's Ship the Immortalité, to Rear-Admiral Louis, acquainting him that the enemy's flotilla, outside of Boulogne Pier, had been surprised at their moorings by the late gale of wind, and sustained very considerable loss in attempting to regain their ports.

Their Lordships will not fail to observe how much Captain Owen expresses himself to be satisfied with the merits of Captains Jackson and Heywood, of the Autumn and Harpy, and Lieutenants Richardson and Price, commanding the Bloodhound and Archer Gun Brigs.

I have the honour to be, &c.

KEITH.

His Majesty's Ship Immortalité, Boulogne, East seven or eight Leagues, July.

SIR,

The wind yesterday set in strong from the N.N.E. and N.E. by N. and made so much sea, that the enemy's Vessels in the road of Boulogne became very uneasy; and about eight P.M. the leemost Brigs began to get under weigh, and work to windward, whilst some of the Luggers ran down apparently for Etaples; their force was then forty-five Brigs and forty-three Luggers.

I made a signal to look out on these Vessels, which was immediately obeyed by the Harpy, Bloodhound, and Archer, who closed with them, giving their fire to such as attempted to stand off from the land; the Autumn was at this time getting under weigh, and lost no time in giving her support to the Vessels already on this service, and continued with them during the whole weather tide, to fire, from time to time, on such of the enemy's Vessels as gave them opportunity. At daylight this morning there were nineteen Brigs and eight Luggers only remaining in the Bay; and about six o'clock these began to slip single and run to the southward for Etaples on the River Somme, the Autumn and Brigs being then too far to leeward to give them any interruption.

As soon as the tide permitted this Ship and the Leader to weigh, we stood in with Boulogne, when I perceived that a Brig, a Lugger, and several large Boats, were stranded on the beach west of the harbour, the enemy were shipping and endeavouring to save from them what they could, but I have not a doubt

the rising tide would complete their destruction; three other Brigs and a Lugger were on the rocks near the village of Portee, totally destroyed; a Brig and two Luggers remained at anchor close to the rocks, with whefts up, and the people huddled together abaft; the Brig had lost her top-mast, top-sail, and lower yards, and one of the Luggers the head of her main-mast; the sea was making a perfect breach over them, and if the gale continues, their situation is hopeless.

The merits of Captains Jackson and Heywood, as well as those of Lieutenants Richardson and Price, are so well known to you, that I need only say, they acted on this occasion with the same decisive promptness they have always shewn; and though the night prevented my seeing all that passed, there cannot be a doubt but that their well-timed attack caused the enemy's confusion, and occasioned much of their loss, which, taking every circumstance, is, I doubt not, far beyond what fell within our observation.

I have not yet been able to collect the reports of these Officers, but will forward them the moment that they join me.

I have the honour to be, &c.

Rear-Admiral Louis. E. W. C. R. OWEN.

ADMIRALTY-OFFICE, JULY 28.

Copy of a Letter from Captain Robert Dudley Oliver, Commander of his Majesty's Ship the Melpomene, to William Marsden, Esq.; dated off Havre, the 24th Instant.

SIR,

I beg leave to enclose you, for the information of my Lords Commissioners of the Admiralty, a copy of my letter to Lord Keith, of this date.

I am, &c.

R. D. OLIVER.

MY LORD, *Melpomene, off Havre, July 24, 1804.*

Since my letter to your Lordship of the 17th instant, we had very light and variable winds for three days, which were succeeded by a gale from the Northward, when the Bombs had some difficulty to keep clear of the shore. Yesterday the wind having got to the S.W. I stood in with the Squadron, and at eleven made the signal for the Bombs to try their range; they placed themselves with the utmost precision immediately off the Pier Heads, and at a quarter past eleven began a most tremendous fire of shells and carcasses, which was continued without intermission for an hour and a half; in a very few minutes the town was observed to be on fire, and as the Pier was very full of Vessels, it is impossible but they must have suffered considerably. The Vessels which had been outside the Pier, during the bombardment of the 16th, were so much annoyed as to retire, some into the Pier, and some up the River; one of them was towed on shore under the batteries, and has been since taken to pieces. The enemy's mortar batteries have been very considerably increased since the attack of the 16th; and although the fire from them on the Bombs was as great as, I will venture to say, was ever experienced, they being considerably within the range, yet it is with the most inexpressible pleasure I acquaint your Lordship, that not a man has been hurt. A shell passed through the mizen-stay-sail of the Zebra, another carried away the spare-top-sail-yard of the Merlin, and two chain plates, and grazed her side; and a forty-two pound shot cut the spare-top-mast and some other spars, and lodged in the booms of the Hecla; this is all the damage done. It is impossible for me to find words to express my admiration of the conduct of the Captains Sykes, James, Paul, and Beauchamp, and the other Officers and Crews of the Bombs, for the able manner in which they placed and managed their Vessels; and also to the Officers and Men of the Royal Artillery embarked on board of them, for the judicious manner in which they fired the shells.

Some Luggers came out of the Pier during the bombardment, and fired their

guns, but they were made to keep at a respectful distance by the vicinity of the Merlin, Pluto, Locust, and Cutters, which were always ready to give assistance where wanted, as were the other Ships in the Squadron in the situations assigned to them.

I have the honour to be, &c.

ROB. DUDLEY OLIVER.

Right Honourable Lord Keith, K.B.

Copy of a Letter from Vice-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, Jamaica, the 10th of June, 1804.

SIR,

Accompanying this you will receive, for the information of the Lords Commissioners of the Admiralty, a return of Vessels captured and destroyed by his Majesty's Ships under my command.

I am, &c. J. T. DUCKWORTH.

Return of Vessels captured and destroyed by the Squadron under Rear-Admiral Sir J. T. Duckworth, K. B. Commander in Chief at Jamaica.

Schooner Olive Branch: recaptured by the Bellerophon, Captain Loring.—B. Waterhouse and Co. Agents.

Privateer Cutter la Terreur: captured by la Pique, Captain Ross.—Same Agents.

National Armed Schooner Hirondelle: captured by the Stork, Captain le Geyt.—Same Agents.

Armed Transport Argo: captured by the Raccoon, Captain Gordon.—Same Agents.

Schooner Elizabeth: recaptured by ditto.—Same Agents.

Brig Union: captured by the Pique, Captain Ross.—Same Agents.

Privateer Felucca Mars: captured by the Fortunée, Captain Vansittart.—Same Agents.

British Ship Wadstray: recaptured by the Blanche, Captain Mudge.—Same Agents.

Privateer Felucca Adventuria: captured by the Racoon, Captain Gordon.—Same Agents.

Schooner Vulture: recaptured by the Franchise, Captain Murray.—Same Agents.

Schooner Polly: recaptured by ditto.—Same Agents.

Privateer Schooner Pauline: destroyed by ditto.

British Ship Stranger: recaptured by the Mermaid, Captain Hollis.—Same Agents.

Ship Mary Ann: recaptured by the Echo, Captain Boger.—Same Agents.

Schooner John and Esey: detained by the Desirée, Captain Whitby.—Same Agents.

British Armed Ship Minerva: recaptured by the Blanche, Captain Mudge.—Same Agents.

Privateer Felucca Felicité—Same Agents.

Brig Ranger: found empty at sea, no one on board, by the Gypsey Tender.—Same Agents.

Danish Schooner Maria: detained by the Blanche, Captain Mudge.—Same Agents.

J. T. DUCKWORTH.

ADMIRALTY-OFFICE, JULY 31.

Copy of a Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels in the Leeward Islands, to William Marsden, Esq.; dated on board the Centaur, off Martinique, the 16th of June, 1804.

SIR,

Enclosed is an extract of a letter from Captain Columbine, of his Majesty's Ship Ulysses, giving an account of his capturing a small Privateer.

I am, &c. SAM. HOOD.

Extract of a Letter from Captain Columbine, of his Majesty's Ship Ulysses, to Commodore Hood, dated May 7, 1804.

On the 30th of April we fell in with, off the Bocas, and captured, after a few hours' chase, le Petit Decidé, a French Lugger Privateer, J. Bideau, Master, with one long brass four-pounder and twenty-six men; quite new; had been a fortnight from Guadaloupe, but had taken nothing.

ADMIRALTY-OFFICE, AUGUST 7.

Copy of a Letter from Vice-Admiral Sir Charles Cotton, Bart. to William Marsden, Esq.; dated on board his Majesty's Ship the San Josef, off Ushant, August 1804.

SIR,

Herewith I transmit a letter, for the information of the Lords Commissioners of the Admiralty, from Vice-Admiral Sir Robert Calder, with its enclosures, giving an account of the destruction of two of the enemy's Corvettes, by his Majesty's Ship the Aigle, off Bourdeaux.

I have the honour to be, &c.

CHARLES COTTON.

SIR, *Prince of Wales, off Rochefort, July 19, 1804.*

I have the pleasure to inform you his Majesty's ship the Aigle (which I had placed in shore to watch the enemy's motions) fell in with two French National Corvettes, which Captain Wolfe drove on shore near Bourdeaux and burnt, having first used every means without effect to get them afloat. The Aigle found only twenty-six French Officers and men left on board these Corvettes when they took possession of them; the rest had made their escape on shore.

The names of these Corvettes are la Charante and la Joie; the first a Ship of twenty guns and one hundred and four men, and the other a Brig, pierced for fourteen guns, but had only eight mounted, and seventy-five men. They had on board the ordnance and stores complete for a Corvette just launched at Bayonne, to which place they were carrying them.

I here enclose Captain Wolfe's letter to me of his proceedings in the destroying of these Vessels, and also a list of the prisoners he has on board; these I have directed to be sent into port by the first opportunity.

I have the honour to be, &c.

ROB. CALDER.

To the Honourable William Cornwallis,
&c. &c. &c.

SIR, *His Majesty's Ship the Aigle, July 16, 1804.*

After passing the Squadron on the 9th instant, when at the anchorage No. 5, was drove to the S.W. by the gale; on the 10th we lost sight of the Hawk. On the 12th, when standing in for Cordouan, in beating up for the rendezvous, saw a large Brig and Ship with all sail set, steering to the southward. I supposed them to be part of the Squadron from Rochefort. At five P.M. closed with them, (they never altering their course from our first seeing them,) prepared and expecting, from their manœuvres and signals, a close action, they having shortened sail, (with men at their quarters,) when within proper dis-

tance: but to our great surprise, after firing their starboard broadside at us, they ran the Ships on the strand, within a stone's cast of each other, and directly took to their boats, which instantly swamped on touching the beach, about ten leagues to the south of Cordouan, and some of them were drowned. The wind being at N.E. and about two points off the land, I had great hopes of getting one or both of them afloat again, and anchored the Aigle about a mile from the beach; but after a night and part of the next day in fruitless efforts, from the very great surf set in by the late western gale, I was obliged to destroy them by fire, which was effectually done by Mr. Furlonger, Master, and Mr. Steel the Gunner, as scarcely any part was perceptible when the Aigle made sail.

The prisoners on board the Aigle are John Sanson, Lieutenant de Vaisseau, the Officers, and eight Soldiers and Sailors of the French National Ship the Charante, of four hundred and twenty tons, twenty guns, six-pounders, four swivels, and one hundred and four men.

Benjamin Godobert, Lieutenant de Vaisseau, his Officers, and nine Soldiers and Sailors of the French National Brig la Joie, two hundred and fifty tons, pierced for fourteen, but only eight twelve pounders mounted, two swivels, and seventy-five men. La Joie had sixteen six-pounders, a quantity of arms, powder, shot, and other ordnance stores in the hold. They were from Rochefort, but had sailed in the morning from the Gironde, stealing along shore for Bayonne, and intended to return from thence with stores for the French marine at Rochefort, which I am proud in having prevented, and trust in meeting your approbation. None of their shot struck us, nor did ours materially injure them, as only their masts and sails were a little torn.

Had they come alongside, as expected, the Brig having shifted her guns for the purpose, I am certain the Crew of the Aigle would have acquitted themselves as Englishmen do on those occasions.

I have the honour to be, &c.

GEO. WOLFE.

Sir Robert Calder, Bart. Vice-Admiral of the Blue, &c &c. &c. off Rochefort.

Copy of a Letter from Captain Robert Dudley Oliver, Commander of his Majesty's Ship the Melpomene, to William Marsden, Esq.; dated off Havre, the 2d Instant.

SIR,

I beg leave to enclose to you, for the information of my Lords Commissioners of the Admiralty, a copy of my letter to Lord Keith, of this date.

I have the honour to be, &c.

R. D. OLIVER.

MY LORD, *Melpomene, off Havre, Aug. 2, 1804.*

The wind having changed yesterday to the N.E. I determined to make another attack en the numerous Vessels in Havre Pier, as well as those which were moored outside, amounting to twenty-eight Brigs, and as many Luggers, and stood in with the Squadron, as per margin *. At half past seven, P.M. the Bombs were well placed off the Pier Heads, when they began a well-directed fire, which was kept up with great spirit for about an hour and a half. The town was very soon observed to be on fire in two places; and seven Brigs, which were on the outside of the Pier, found it necessary to move; one lost her mainmast. As the wind came more off the land, and a strong ebb tide setting out, I ordered the Bombs to discontinue firing. At half-past nine we anchored with the Squadron about five miles from the light-houses. As the Explosion

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* Melpomene, Ariadne, Trusty, Magnanime, Merlin, and Favorite; Hecla, Meteor, Explosion, and Zebra Bombs; King George, Hope, Nancy, Countess of Elgin, and Locust Cutters.

had fired away all her shells, and the Zebra most of her powder, I had them supplied from the Meteor; and at half-past five this morning got under weigh, and stood in with the Squadron again. Before eight the bombs took up their position near the Pier Heads, and kept up a constant fire for near three hours with shells and carcasses; so many shells burst on and about the piers, that the enemy's fire was observed latterly to slacken considerably, and it was evident they were in the greatest confusion; some Brigs and Luggers, however, got under weigh, and came out to endeavour to annoy the Bombs, but all the other Ships and Vessels of the Squadron were so well placed as to give chase to them immediately; and it was only by cutting away their boats, which were a-stern, and retreating very speedily into shoal water, that they escaped, but not before they had run the gauntlet of all the Ships and Cutters, and were very closely engaged for a considerable time by the Merlin, Favourite, Locust Gun-Brig, and Hope Cutter; and on this occasion I feel particularly indebted to the exertions of Captains Brenton and Foot, and Lieutenants Lake and Dobbin, whose Vessels were very often during the action in very shoal water, with a falling tide; indeed nothing but the bad sailing of the Merlin prevented Captain Brenton from cutting off the sternmost Brig.

The Locust lost her main-top-mast, but I have not heard of any other loss. The conduct of the Captains Sykes, James, Paul, and Beauchamp, commanding the Bombs on both these occasions, was highly meritorious; and although their Ships were frequently struck, it gives me great pleasure to add that no lives have been lost. What damage may be done to the enemy by near five hundred shells and carcasses thrown into the town and bason last evening and this morning, it is impossible to calculate; but I may without vanity say, that if the exertions of the enemy's flotilla be not much greater on our shore than on their own, we have little to dread from them.

I cannot conclude without expressing my obligations to every Officer and man employed in this Squadron.

I am, &c.

R. DUDLEY OLIVER.

Right Honourable Lord Keith, K B.

ADMIRALTY-OFFICE, AUGUST 11.

The Court of Directors of the East India Company have transmitted to this Office an account of an action which took place in the China Seas, on the 15th of February last, between a division of the Company's Ships and a French Squadron, of which the following is a copy:

SIR, *Earl Camden, 6th August*, 1804.

For the information of the Honourable Court, I beg leave to acquaint you, that the Earl Camden was dispatched from Canton by the Select Committee the 31st of January last, and the Ships noted in the margin * were put under my orders as senior Commander, also the Rolla Botany Bay Ship, and the Country Ships, as per margin †, were put under my charge to convoy as far as our courses lay in the same direction. I was also ordered to take under my protection a Portuguese Europe Ship that was lying in Macao Roads, whose Supra Cargo had solicited it from the Select Committee.

Our passage down the river was tedious, and the Fleet much dispersed; the Ships being under the directions of their several Chinese Pilots, I could not keep them collected as I wished.

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* Warley, Alfred, Royal George, Coutts, Wexford, Ganges, Exeter, Earl of Abergavenny, Henry Addington, Bombay Castle, Cumberland, Hope, Dorsetshire, Warren Hastings, and Ocean.

† Lord Castlereagh, Carron, David Scott, Minerva, Ardasein, Charlotte, Friendship, Shau Kissaroo, Jahaungeer, Gilwell, and Neptune.

The Ganges, a fast-sailing Brig, was put under my orders by the Select Committee to employ in any manner that might tend to the safety or convenience of the Fleet, till we had passed the Streights of Malacca; I was then to dispatch her to Bengal.

We passed Macao Roads on the night of the 5th of February, and I conceive the Rolla had anchored so near Macao as not to see the Fleet get under weigh, and pass through, although, at the time, I had no idea that could be possible, especially as I saw the Ocean in shore of us getting under weigh, burning blue lights, and firing a gun; the Portuguese Ship I suppose must have been in the same situation as the Rolla.

During the Night of the 5th of February I carried an easy sail, and on the following day hove-to for above two hours, hoping to see those Ships, but there was no appearance of them, nor did they ever join the Fleet.

On the 14th of February, at day-break, we saw Pulo Auro, bearing W.S.W. and at eight A.M. the Royal George made the signal for seeing four strange Sail in the S.W. I made the signal for the four Ships noted in the margin * to go down and examine them; and Lieutenant Fowler, of the Royal Navy, late Commander of the Porpoise, and passenger with me, having handsomely offered to go in the Ganges Brig, and inspect them nearly, I afterwards sent her down likewise; and from their signals I perceived it was an enemy's Squadron, consisting of a Line of Battle Ship, three Frigates, and a Brig

At one P.M. I recalled the look-out Ships by signal, and formed the line of battle in close order.

As soon as the enemy could fetch in our wake they put about, we kept on our course under an easy sail; at near sun-set they were close in our rear, and I was in momentary expectation of an attack there, and preparing to support them, but at the close of the day we perceived them haul to windward. I sent Lieutenant Fowler, in the Ganges Brig, to station the country Ships on our lee bow, by which means we were between them and the enemy; and having done so, he returned with some volunteers from the country Ships.

We lay to in line of battle all night, our men at their quarters; at day-break of the 15th we saw the enemy about three miles to windward, laying-to.—We hoisted our colours, offering him battle if he chose to come down. The enemy's four Ships hoisted French colours, the line of battle Ship carrying a Rear-Admiral's flag; the Brig was under Batavian colours.

At nine A.M., finding they would not come down, we formed the order of sailing, and steered our course under an easy sail; the enemy then filled their sails, and edged towards us.

At one P.M., finding they purposed to attack and endeavour to cut off our rear, I made the signal to tack and bear down on him, and engage in succession—the Royal George being the leading Ship, the Ganges next, and then the Earl Camden. This manœuvre was correctly performed, and we stood towards him under a press of sail. The enemy then formed in a very close line, and opened their fire on the headmost Ships, which was not returned by us till we approached him nearer. The Royal George bore the brunt of the action, and got as near the enemy as he would permit him. The Ganges and Earl Camden opened their fire as soon as their guns could have effect; but before any other Ship could get into action, the enemy hauled their wind, and stood away to the Eastward under all the sail they could set.—At two P.M. I made the signal for a general chase, and we pursued them till four P.M.; when fearing a longer pursuit would carry us too far from the mouth of the Streights, and considering the immense property at stake, I made the signal to tack; and at eight P.M. we anchored in a situation to proceed for the entrance of the Streights in the morning. As long as we could distinguish the enemy, we perceived him steering to the Eastward under a press of sail.

The Royal George had one man killed and another wounded, many shot in her hull, and more in her sails; but few shot touched either the Camden or Ganges, and the fire of the enemy seemed to be ill directed, his shot either falling short or passing over us.

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* Alfred, Royal George, Bombay Castle, and Hope.

Captain Timins carried the Royal George into action in the most gallant manner. In justice to my brother Commanders I must state, that every Ship was clear and prepared for action; and as I had communication with almost all of them during the two days we were in presence of the enemy, I found them unanimous in the determined resolution to defend the valuable property entrusted to their charge to the last extremity, with a full conviction of the successful event of their exertions; and this spirit was fully seconded by the gallant ardour of all our Officers and Ships' Companies.

I received great assistance from the advice and exertions of Lieutenant Fowler, whose meritorious conduct in this instance I hope the Honourable Court will communicate to the Lords of the Admiralty.

From Malacca I dispatched Lieutenant Fowler in the Ganges Brig to Pulo Penang, with a Packet from the Select Committee to the Captain of any of his Majesty's Ships, soliciting their convoy to this very valuable Fleet.

On arrival at Malacca we were informed that the Squadron we had engaged was that of Admiral Linois, consisting of the Marengo, of eighty four guns, the Belle Poule and Similante heavy Frigates, a Corvette of twenty-eight, and the Batavian Brig William, of eighteen guns.

The 28th of February, in the Streights of Malacca, lat. 4° 30' N. we fell in with his Majesty's Ships Albion and Sceptre; I was then in a very poor state of health, and Mr. Lance went on board the Albion, and by his very able representation to Captain Ferrier of the great National consequence of the Honourable Company's Ships, he was induced to take charge of the Fleet.

On the 3d of March I dispatched the Ganges Brig with a letter to the Right Honourable the Governor General, giving an account of our action, to be conveyed to the Honourable Court.

We arrived at St. Helena the 9th of June, under convoy of his Majesty's Ships Albion and Sceptre, and sailed the 18th, under convoy of his Majesty's Ship Plantagenet, with the addition of the Carmarthen, Captain Dobree, and five whalers.

Accompanying this, I send a chart of the entrance of the Streights of Malacca, with the situation of the Fleet on the 14th and 15th of February, which will, I trust, convey a more distinct idea of the action than any written description.

I have the honour to be, &c.

NATH. DANCE.

William Ramsay, Esq.

Names of the Whalers.

William Fenning — Brook Watson — Thomas, or Young Tom — Betsey — Eliza—And the Blackhouse, from the Coast of Guinea, joined us at Sea.

The East India Company have most liberally rewarded the Commanders and Crews of the Fleet which engaged Linois in the Chinese Seas. Commodore Dance has been voted the sum of 2000 guineas, and a piece of plate of the value of 200; Captain Timins is to receive 1000 guineas, and 100 guineas for a piece of plate; and each of the other Captains 500 guineas, and a piece of plate of the value of 100 guineas. The Chief Officers are to have 150 guineas; second ditto, 125; third and fourth, 80; fifth and sixth, 50; Pursers and Surgeons, 80; Surgeons' Mates, Boatswains, Gunners, and Carpenters, 50; Midshipmen, 30; other Petty Officers, 15; and Seamen and Servants, 6. Lieutenant Fowler will have 300 guineas for a piece of plate. The total will amount to 50,000l.

The Court of Directors, in addition to their bounty to the Officers and Crews of the China Fleet, have resolved, that the usual gratuity of 30l. and a pension from the Poplar Fund, shall be granted to the nearest relative of the Seaman who fell in the action with Linois: an action which will ever be remembered while British valour, gratitude, and well timed generosity, shall have existence.

PATRIOTIC FUND.

Lloyd's, August 14, 1804.

At a General Meeting of the COMMITTEE for managing the PATRIOTIC FUND, *Joseph Marryat*, Esq. in the Chair, present,

Sir Francis Baring, Bart.	James Innes, Esq.
J. J. Angerstein, Esq.	Richard Lee, Esq.
J. J. Appach, Esq.	William Macnish, Esq.
Peter Begbie, Esq.	John Mangles, Esq.
Thomson Bonar, Esq.	R. H. Marten, Esq.
George Godwin, Esq.	Thomas Reid, Esq.
William Hoare, Esq.	

Read a Letter from Captain Dance, acting as Commodore to the Fleet of Ships arrived from China, and published in the Gazette.

On a Motion made and seconded.

Resolved unanimously, That the circumstance of an enemy's Fleet of Ships of War, commanded by an Admiral in an 84-gun Ship, being defeated and chased by a Fleet of Merchantmen, protecting an immense property, is highly honourable to the British Naval Character, and affords a brilliant example to the present and future ages.

Resolved, That a Sword of 100l. value, with a suitable inscription, be presented to Captain Nathaniel Dance, of the Earl Camden, who acted as Commodore on that occasion.

Resolved, That Swords of 50l. value each, with a suitable inscription, be presented to each of the following Commanders of the remaining 15 Ships who were engaged in that action: viz. Captain John F. Timins, of the Royal George—Captain John Christopher Lockner, of the Ocean—Captain John Kirkpatrick, of the Henry Addington—Captain Archibald Hamilton, of the Bombay Castle—Captain William Ward Farrer, of the Cumberland—Captain William Stanley Clarke, of the Wexford—Captain Henry Meriton, of the Exeter—Captain Thomas Larkins, of the Warren Hastings—Captain James Pendergrass, of the Hope—Captain Robert Hunter Brown, of the Dorsetshire—Captain Henry Wilson, of the Warley—Captain James Farquharson, of the Alfred—Captain Robert Torin, of the Coutts—Captain William Moffat, of the Ganges—Captain John Wordsworth, junr. of the Earl of Abergavenny.

Resolved, That a sword of 50l. value, with an appropriate inscription, be presented to Lieutenant Fowler, of the Royal Navy, for his able services on that occasion.

Resolved, That a Vase of 100l. value, with an appropriate inscription, be presented to Commodore Dance, for his able and successful conduct on that memorable day.

Resolved, That a Vase of 100l. value, with an appropriate inscription, be presented to Captain Timins, for the gallant manner in which he led the action, and placed the Royal George along-side the French Admiral's Ship, the Marengo, of 84 guns.

Resolved, That a Letter be written to Captain Timins, requesting he would furnish the Committee with the name and family of the Seaman killed, and the name of the Seaman wounded on board his Ship.

J. P. WELSFORD, Secretary.

ADMIRALTY-OFFICE, AUGUST 18.

Copy of a Letter from Vice-Admiral Lord Viscount Nelson, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board the Victory, off Toulon, June 8, 1804.

SIR,

I herewith transmit you, for the information of the Lords Commissioners of the Admiralty, copy of a letter, dated the 3d ultimo, from Captain Corbet, of

his Majesty's Sloop Bittern, to Captain Schomberg, senior Officer at Malta, giving an account of his having, on the 28th of April last, captured the French Privateer l'Hirondelle, and recaptured the two English Merchant Ships named in the margin *, her prizes. The conduct of Captain Corbet, the Officers and Company of the Bittern, entitles them to my warmest thanks for their very great perseverance and exertions in the capture of the above Privateer, which I understand is a remarkable fine Vessel, and had greatly annoyed our trade in these seas.

I am, &c. NELSON & BRONTE.

His Majesty's Ship Bittern, off Cape Passaro, May 3, 1804.

SIR,

In execution of your orders of the 27th ultimo, I have great satisfaction in informing you, that on the morning of the 28th, Cape Passaro bearing N. E. eight leagues, I got sight of the Privateer you alluded to, then apparently taking possession of two Brigs. On our appearance they separated. Thinking the appearance of the weather favourable, I dispatched a boat in chase of each Brig, and followed the Privateer.

On the evening of the 29th, after a chase of 36 hours in a perfect calm, and six hours incessant firing from his stern and our bow chasers, he struck, finding the Vessel filling fast from a shot-hole under water, which we, however, stopped.

She proves to be l'Hirondelle, a very fine Cutter, fitted out from Cette, mounting fourteen 12-pounders, his complement 80 men (many of whom were with prizes), copper bottomed, and just launched.

On the evening of the 27th he had taken (after an action) the King George, Malta Government Brig. At the time I had the luck to see him he had captured the above-mentioned Brigs, and was in chase of a Sloop, which we prevented him boarding.

We received no damage from his fire, (chiefly aimed at our masts,) save a 12 pound shot through our starboard bow, between wind and water, and a few ropes cut.

On hearing of the capture of the King George, (as it still remained calm,) I dispatched Lieutenant Nicholas in the Launch to Syracuse, hoping to intercept her; but, after rowing fifteen leagues, he had the disappointment to find her a few hours arrived. Lieutenant Pettet joined me here yesterday with the boats, having taken the recaptures to Malta. They prove to be the Mentor, of London, and the Catharine, of Liverpool, from Messina to Malta to join convoy, with valuable cargoes.

The persevering exertions of the Ship's Company deserve mention. They were at the sweeps (to which purpose I had converted all the small spars) for thirty-six hours without intermission, even to meals, in which time they swept the Ship 60 miles without an air of wind. Their conduct gives me much reason to regret the disparity of the enemy's force.

I am, &c. ROBERT CORBET.

C. M. Schomberg, Esq. his Majesty's Ship Madras.

Copy of a Letter from Vice-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Jamaica, the 16th of June, 1804.

SIR,

Herewith you will receive a letter from Captain Inglefield, of his Majesty's Brig Hunter, reciting the capture of a small Privateer off the East End of this Island, which I transmit for the information of the Lords Commissioners of the Admiralty.

I am, &c.

J. T. DUCKWORTH.

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* Mentor and Catharine.

His Majesty's Sloop Hunter, off the South East End of Jamaica, 10th of June, 1804.

SIR,

I have the honour to inform you, his Majesty's Sloop Hunter, under my command, fell in with, off the East End of Jamaica, at nine o'Clock this morning, and captured, after five hours' chase, la Liberté French Privateer Schooner, Etienne Rodney, Captain, armed with one 4-pounder, two swivels, and 25 stand of small arms, with 37 men, out 14 days from St. Jago de Cuba, and, I am happy to add, has not captured any Vessel since she came out.

I am, &c. S. H. INGLEFIELD.

Rear-Admiral Sir J. T. Duckworth, Commander in Chief, &c. &c. &c. Jamaica.

ADMIRALTY-OFFICE, AUGUST 21.

Copy of a Letter from Sir Charles Cotton, Bart. Vice-Admiral of the White, to William Marsden, Esq; dated on board the San Josef, off Ushant, the 16th Instant.

SIR,

Herewith I transmit, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Innes, of his Majesty's Sloop Rambler, giving an account of the capture of two Sloops of the enemy, and of having driven on shore the rest of a coasting convoy at St. Gillies.

I am, &c. CHARLES COTTON.

His Majesty's Sloop Rambler, at Sea, August 16, 1804.

SIR,

I have the honour to acquaint you, that, being between the Isle Dieu and the Main on the morning of the 7th instant, I observed nine sail of Sloops and Chasses Marées close in shore, steering to the Southward and Eastward. About nine it fell calm; I then sent the boats, under the command of Lieutenant Foreman and Mr. Cox, Master's Mate, to take possession of them, but, favoured by a light air, they came to an anchor under the battery of St. Gillies, and within musket-shot of the shore; notwithstanding which, two of the Sloops were got off with great gallantry, under a smart fire from field-pieces and musketry: the others cut their cables, and ran aground so near to the pier head it was impossible to get them off.

I have the honour to be, &c.

Sir C. Cotton, Bart. &c. &c. THOMAS INNES.

*** From press of matter we were unable to give, at the end of the Gazette Letter, p. 86 of the present Volume, the return of killed and wounded at the taking of Forts Leyden and Frederici, we therefore insert it here.

Return of the Killed and Wounded of the Royal Navy, under the Command of Commodore Hood, at the Assault and Capture of Forts Leyden and Frederici, in the Colony of Surinam, on the Morning of the 30th of April, 1804.

Centaur.—One Lieutenant, 1 Petty Officer, and 2 Seamen, killed; 2 Lieutenants and 4 Seamen, wounded.

Drake.—One Warrant Officer killed.

Pandour.—One Seaman wounded.

Unique.—One Lieutenant wounded.

Total.—One Lieutenant, 1 Warrant Officer, 1 Petty Officer, and 2 Seamen, killed; 3 Lieutenants and 5 Seamen wounded.

Officers killed.

Lieutenant Smith, First of the Centaur, mortally wounded; died the following day.

W. Shuldham, Midshipman of the Centaur.

Mr. ———, Boatswain of the Drake.

Officers wounded.

Lieutenants King and Henderson, of the Centaur.
Lieutenant Brand, of the Unique.

JOHN ROBERTSON,
Capt. 60th Reg. acting Dep. Adj. Gen.

Return of Prisoners on board the Dutch Ships of War at Surinam, May 6, 1804.

Proserpine, of 32 guns.—One Commodore, 1 Captain, 3 Lieutenants, 4 Midshipmen, 3 Surgeons, and 158 Petty Officers and Seamen.—1 Serjeant, 4 Corporals, and 27 Privates, of Marines.

Pylades, of 18 guns.—One Captain, 2 Midshipmen, and 34 Petty Officers and Seamen.—2 Privates of Marines.

Total.—One Commodore, 2 Captains, 3 Lieutenants, 6 Midshipmen, 3 Surgeons, and 192 Petty Officers and Seamen.—One Serjeant, 4 Corporals, and 29 Privates, of Marines.

N.B. Total number of Prisoners (Troops included), exclusive of Staff and Departments, is 2001.

JOHN ROBERTSON,
Capt. 60th Reg. acting Dep. Adj. Gen.

FOREIGN REPORTS.

EAST INDIES.

1. *Vice Admiral* P. RAINIER.
2. *Rear-Admiral Sir* E. PELLEW, *Bart.*

June—July.

INTELLIGENCE has been received from the East Indies of the capture of Bencoolen, a town on the N.W. coast of the island of Sumatra, by a French Squadron, which has also taken an English Frigate in the same direction. The Naval Force of the enemy in the Eastern Seas has of late become so formidable, that it is much feared some further disasters of this nature will shortly take place.

The following Dutch line-of battle Ships were at the Cape of Good Hope in March last, under the command of Admiral Decker; Plut, 64 guns, 800 men, Rear-Admiral Decker; Cortenour, 64 guns, Captain Teigers; Batto, 74 guns, Captain Melville, together with several Frigates, in very good order.

The above Ships, it was generally understood, were shortly to sail from the Cape to cruize off the Island of St. Helena, where it is apprehended they will do considerable mischief. Six thousand troops were expected at the Cape from France.

The following particulars have been received relative to the loss of the Cato and his Majesty's armed Ship the Porpoise:

"The Porpoise, commanded by Lieutenant Fowler, in company with the Cato, Captain Park, and Bridgewater, were on their passage from New South Wales to China. On the 17th of August, the Porpoise struck on a coral reef of rocks, 208 miles to the N.E. of Sandy Cape, and 735 miles from Sidney Cove, New South Wales, in lat. 22° 11′ South, and long. 155° 35′ East. The waves running high, the surf soon broke over the Ship, and in a short time carried away her foremast: the situation of the Ship soon rendered it absolutely necessary to cut away her other masts. The Cato was not able to avoid the rocks, and struck soon after. The situation of the crew on board the Cato was most distressing: the violence of the waves soon carried away the masts, and she had not long struck before the sea broke up her decks, and carried almost every thing away. The only place left for the crew was within the forechains, to which they clung in the most perilous state during the whole night, the sea running mountains high, and expecting their destruction every instant.—In the

morning they perceived the Bridgewater steering her course aft, to avoid the rocks, which she fortunately did, and was lost sight of the next day. During the day Captain Flinder, who lately commanded the Investigator, and who was a passenger on board the Porpoise, with the assistance of Lieutenant Fowler, launched one of the boats belonging to the Porpoise, and the weather moderating, succeeded in relieving the crew of the Cato, who were landed on a small sand bank at no great distance, soon after which the Ship went to pieces. The crew of the Porpoise likewise landed on the sand bank, and several days were spent in getting provisions and covering from the Ship. The crews of both Ships succeeded in obtaining a supply of provisions, &c. for about three months, and the tide falling, left them a large proportion of dry land. On the 26th of August, it was agreed upon that Captain Flinders and Captain Park should launch the six-oared cutter that had been saved, and steer for New South Wales, in search of assistance. They accordingly rowed off from the sand bank on that day, and took with them twelve men and three weeks' provisions. On their going off the island, the colours, which were hoisted Union downwards, were reversed, and their companions gave them three cheers. The Cutter arrived off Indian Harbour, South Wales, on the 28th of August.

A letter from the Cape of Good Hope, dated January 24th, says.—The Geographe French Frigate, which has been three years in search of Pérouse, is now laying in the bay: she found two Seamen amongst the New Zealanders, who had been with that Navigator, but they have since died on board. They report that Pérouse's Ship went to pieces, they only surviving the accident, and the other Ship was previously burnt, when all on board perished.

By accounts from Boston, dated the 24th of May, a Vessel from Batavia had arrived there, after a passage of 126 days: she left at Batavia a number of French and Dutch Ships of War, and an English Frigate, which had been taken by the French and carried in there. An English Ship, from London, laden with 300,000 dollars, was captured by a French Frigate, and carried into the Isle of France on the 25th of February.

Admiral Linois's Squadron consists of an 80 gun Ship, two Frigates, and a Corvette. The British Squadron in the Indian Seas, under Admiral Rainier, is composed of six Sail of the Line, twelve Frigates, and nine Sloops of War. The French and Dutch Admirals have divided their forces. One part has gone to Batavia, the other to Bombay river. Linois only left 150 men in possession of Pondicherry, who offered but little resistance to the force which retook it.

Several samples of teak-wood from the East Indies have been brought to England by the Company's Ships, and have, upon trial, been found to be calculated for building Ships of War. Orders are issued for two Frigates to be immediately built of this wood in his Majesty's dock-yards.

La Clarisse French Privateer is taken by the Albion and Sceptre Men of War, and carried into Madras. A few days before she left the Mauritius, the General Duncan, of 24 guns, and Fortune, of 16 guns, had sailed from thence, their destination unknown.

An American Ship, arrived at Bourdeaux from the Isle de France, reports that Captain Flinders, and several other English Officers, are detained as prisoners in that island; where arrived, shortly before her departure, 3000 Troops from Europe.

We are sorry to remark, that we have of late been very unfortunate in the Eastern Seas. The report of an Expedition to recover the Cape still prevails. Sir Home Popham is spoken of with confidence as the Commodore. General Sir A. Clark, K. B., it is said, will have the office of commanding the expedition, although Lieutenant-General Dundas will carry out a commission as Governor (in the event of a reduction) of the Cape, to which situation a salary of 12,000l. will be attached. Sir Alured will return to Europe as soon as these important objects are atchieved, and General Maitland will become the Civil Governor of Batavia. The arrangements are going on with energy and rapidity.

Accounts are received, that two Dutch Line-of-battle Ships, a Frigate, and a Sloop, sailed from the Cape of Good Hope on the 17th of March, to cruize off St. Helena.

July 7. Soon after the arrival of the Lisbon Mail, the following Notice appeared at Lloyd's, and on Change.

Lisbon, June 13.

"We have a report here that Linois' Squadron has burnt seven sail of East-Indiamen, and captured two others at Prince of Wales's Island. The report rests upon the authority of a Vessel arrived here two days ago from Bengal."

WEST INDIES.

1. *Vice-Admiral* SIR J. T. DUCKWORTH, K.B.
2. *Rear-Admiral* J. R. DACRES.
3. *Commodore* S. HOOD.

The Egyptienne French Privateer, which was employed in the capture of Goree, and has been very successful against our trade, we are happy to announce has been captured in the West Indies, by the Hippomenes Sloop of War, of 16 guns, after a smart action. She had previously been attacked by the Osprey Sloop of War, but made her escape. She has been carried into Barbadoes, in a very shattered state.

Extract of a letter from an Officer belonging to his Majesty's Ship Blanche, dated February 27:

"I am this day returned from the siege of Curacoa. Our force was not numerous enough to take the place. We are not beaten off, but retreated for want of more men and provisions. The Ship is to stay here to blockade the place, and the others are to return to Jamaica for more men and stores, when we shall be at the enemy again. We beat them in nine different attacks; the last one I drove them for the distance of three miles, and took twelve of them prisoners. Our loss, during the siege, is twenty-five men killed, and forty-seven wounded. The enemy's above treble that number."

The Cayenne Sloop of War has sent into Barbadoes la Recompense, French Privateer, of 10 guns and 80 men; and l'Heureux has sent in le Flebustier, pierced for 14, but carrying only 6 six-pounders and 68 men, 15 days from Guadaloupe. The Cayenne has captured the Westmoreland Slave-ship.

The American papers lately arrived contain the following interesting particulars of the operations of our Squadron against the Island of Martinico:

Philadelphia, April 2.

On Saturday evening last arrived here the Brig Anne, Captain Lord, from Martinico, which place he left on the 12th of February. He informs, that he arrived there on the 10th of January; in the course of fifteen days arrived five American Vessels, but none afterwards. On the 2d of February the British sent eight boats into Fort Royal, and cut out the Brig Curious, of 20 guns, and 80 men on board, ready to sail for France the next day; the Captain-General had taken his passage on board, to go to France. The Captain of the Brig was on board, and made his escape out of the cabin window, swam on shore, and the next day the wounded men were sent on shore in a flag of truce. On the 3d of February the British landed 500 men on the S.W. end of Martinico, who were repulsed by 200 militia; 10 of the French were killed, and 8 or 10 wounded: 6 Englishmen were found dead the next morning. On the 6th, the British sent a Cutter Schooner into Port Royal Bay, supposed as a Spy to view the harbour; the first shot from the fort sent her to the bottom; 15 men made their escape in the boat, as we were informed, and 45 went down with the Vessel. On the 8th, there was an English Schooner crossing the bay of St. Pierre, as we were informed by a Danish Vessel, that had 65 men on board; as she was in company with her, by an accident some fire got to her magazine, and she blew up at 11 A. M. not one of the crew saved. The British Commodore sent a Proclamation since those accidents happened, and declares the island in a state of siege: he has called all his forces from Guadaloupe to surround the island, and has erected two batteries on the Diamond-Rock end, on the S. W. part of the island, and anchors his Ships there. He has at anchor three Ships on the N.W. side, under the lee of the Pearl Rocks.

The Jamaica Gazette, of the 7th of April, announces the arrival of the London and Cork Fleets, under convoy of the Franchise; two of the Ships had been captured on the passage, but were retaken. The Galatea stopped at Barbadoes.

The homeward-bound Jamaica Fleet sailed from Port Royal on the 5th of April, under charge of the Æolus Frigate, Lord W. Fitzroy. This Fleet sailed on the 22d of March, under convoy of the Duquesne, of 74 guns: but the Duquesne, at four o'clock in the morning following, got on shore on Morant's Quays, where she lost her rudder, sprung a leak, and was obliged to throw her guns overboard. She returned to Port Royal on the 30th, with her convoy; and the Æolus, which had arrived from a cruize on the 27th, was appointed to take charge of them. The Duquesne had a large quantity of specie on board.

The Racoon Sloop of War, on the 5th of April, arrived at Jamaica, with a French Brig from New Orleans for France, with a number of French troops on board.

The Drake Sloop of War recaptured the Enterprize, with naval stores for Barbadoes, after she had been 17 days in possession of a French Privateer, of 22 guns and 250 men, from Guadaloupe. This Privateer is stated to have captured four more of the West India Fleet, and that three other Privateers from Guadaloupe had each taken one or more.

The Fortune, on her passage from Barbadoes to Jamaica, captured the Mars, French Privateer, of one gun and 46 men, off the East-end of Jamaica, and arrived with her at Port Royal on the 6th of April.

The Pique has taken la Terreur, a French National Cutter of 10 guns, and 74 men, from the city of St. Domingo, on a cruize.

The Desirée has captured and sent into Jamaica, la Caridad French Privateer, of 4 guns and 27 men, having on board 25,000 dollars, and a quantity of dry goods.

The Echo Sloop of War lately fell in with a Transport off the Floridas, having 350 French Troops on board, from Cuba, and deeming it unsafe to allow them to pass in so large a body, detained them, and put 10 or 12 on board every homeward bound American Vessel she met.

Captain Appleton arrived at Boston from Martinico, in 28 days, brought intelligence that that place was closely blockaded by the British Squadron, and an attack every moment expected. Further advices state, that the Merchants had sent their most valuable property into the country, the public offices of Government were removing, and the American Captains were desired to depart as soon as possible, that they might avoid the inconveniency of a siege, which was likely to be protracted to a considerable period, as the means of defence were great, and the inhabitants were resolute in their determination to oppose the enemy.

Orders have been sent from England to Commodore Hood, and the English Courts of Vice Admiralty in America and the West Indies, not to consider any blockade of the islands of Martinico and Guadaloupe as existing, unless in respect to particular ports which may be actually invested, and then not to capture vessels bound to such ports, unless they be previously warned not to enter them.

Captain Foster who arrived at Newbury Port at the end of May from Guadaloupe, was boarded by a British Vessel of War, and his register endorsed as follows, verbatim:—Martinico being under blockade, you are forbid to enter any port therein on your peril, or if you do you will become a prize of any of his Majesty's Ships or Vessels of War. DAVID CAMPBELL,

Gunner of H. M. Sloop Drake.

A British Agent was dispatched from Jamaica on the 3d of January, on board the Tartar Frigate, with proposals for a treaty, which had for their basis the original agreement between General Maitland and Toussaint, with a few modifications and extensions favourable to the commerce of St. Domingo. On the 16th he had an interview with the Governor General, when numerous objections were made by him to the treaty, and amendments and additions were suggested, to which it was impossible to accede, so very extravagant were his demands. Dessalines wished to stipulate for universal commerce, and for freedom of navigation round the island to any distance from the coast his vessels might proceed. He also insisted on being supplied by us with arms, ammunition, and what was most extraordinary, with negroes. During five days more, while the British Agent and his colleagues remained at Port au Prince, only another interview took place. Our Agent returned to Kingston with the proposals of Dessalines in writing, after a solemn promise that an answer should be sent from Governor Nugent at Jamaica, with all possible dispatch. The

British Agent did not remain quite a week at Kingston, when he embarked in the same Frigate for St. Domingo with Governor Nugent's ultimatum. With the exception of some trifling modifications, it differed little from our first proposals. The Governor thought it, however, expedient to send presents to Dessalines and his principal Officers, to the value of several hundred pounds, chiefly composed of hats, gold lace, epaulettes, and sabres. On the 10th of February our Agents were landed at Jeremie, but as Dessalines was then at Aux Cayes, no interview took place until his arrival, which was the 25th. Instead of relaxing in the demands he had before made, he renewed all his objections, and even insisted, as a preliminary, that we should furnish him with one million pounds of powder, equal to five hundred tons, with fifty thousand muskets and ammunition; fifty thousand sabres for infantry, five thousand for cavalry, and fifty barrels of flints. The Agents returned to Kingston, and, we understand, that in consequence of Governor Nugent's Dispatches, all idea of a treaty with the Republic of Hayti is entirely relinquished.

June. A Paris paper (the Publiciste, of the 19th,) contains some important news from St. Domingo. A Proclamation was published by General Dessalines, on the 14th of January last, at Port au Prince, offering a reward of 40 dollars to Captains of American Ships, for every negro or mulatto belonging to St. Domingo (or Hayti), which they shall bring to that country from America, where Dessalines supposes many of them to be now in great want. The next article is a Declaration published at Gonaives on the first of January, and signed by Dessalines, Christophe, Feron, Toussaint, Brove, and several other black and mulatto Generals; in which they declare that Hayti shall be an independent Government; and swear to posterity, and to the whole universe, to renounce France for ever, and to die rather than live under her dominion.

There also appears another Proclamation of the same date, in which the Generals and Chiefs of the Armies of Hayti, penetrated with gratitude for the benefits received from the General in Chief, J. Jacques Dessalines, proclaim him Governor General for Life of Hayti; swear to submit implicitly to the laws emanating from his authority; and give to him the right to make peace and war, and to name his successor.

General Dessalines has published a very warm Address to the inhabitants of St. Domingo, tending to excite their further resentment against the French in general. It is also stated, that he has threatened to send an expedition against Cuba; and if he be so disposed, there seem very few impediments in the way of his success. The motive urged by Dessalines is that the Spaniards give so much encouragement to the Privateers that infest the coast of St. Domingo.

The Duke of Marlborough Packet, from Falmouth to the Leeward Islands, has been captured to the windward of Barbadoes, by a French Privateer Schooner, General Erncoff, after a most desperate action, in which three passengers, Captain Bull, and 20 men, were killed, and seven wounded.

Kingston, April 14. Saturday arrived at Port Royal the Ship Wadstray. She was one of the Fleet which arrived at Barbadoes, and, with four others, sailed from thence for Demarara. Two of them, with the Wadstray, were captured by the Egyptienne French Privateer. Off Curacoa, this Ship was retaken by the Blanche Frigate. When the Wadstray was off Barbadoes, she discovered l'Heureux Sloop of War, Captain Bland, engaging a French Frigate, which had lost her top-mast in the action. Before she lost sight of them, our Sloop appeared to be gaining fast on the Frigate.

21. The Schooner British Queen arrived here, spoke an American Vessel from St. Vincent's, and received information that Martinico had been taken by our forces to windward.

24. Yesterday arrived at Port Royal his Majesty's Ship Stork, from a cruize; and a French National Schooner, of one gun and 33 men, prize to the Franchise.

Four thousand tons of Shipping are taken up by Government, for the purpose of conveying the French prisoners at Jamaica to Europe.

The Recovery, of New Brunswick, from Jamaica for London, with a cargo worth 30,000l., was lately captured in lat. 49°, long. 20°, by the Venus Privateer of Nantz, carrying 16 guns and 75 men, and carried into St. Andero.

Accounts from St. Dominica state, that the two French Frigates, la Dido and

l'Isabelle, which lately arrived at Guadaloupe with troops from France, escaped out of Basseterre Roads on the 8th instant, in sight of his Majesty's Ship Blenheim, which promptly pursued them, but unfortunately sprung her fore-top mast while fast hauling on them. Luckily, at the very instant, the Romney and Carysfort Frigates hove in sight, and were left in chase of the enemy when the Blenheim was obliged to haul off On the 15th of May the Peterell Sloop of War arrived with 56 Sail under convoy, in 43 days from Falmouth.

May 19. Commodore Hood, in the Centaur, arrived in Carlisle Bay from Surinam, with the Proserpine and Pylades' prizes.

A letter from Villaret, the Captain-General at Martinico, dated as far back as February 14, boasts of having repulsed several attempts of Commodore Hood, and of the good state of the Colony.

MEDITERRANEAN.

1. *Admiral Lord* Nelson.
2. *Rear-Admiral Sir* R. Bickerton.

A letter we have been favoured with from an Officer on board Lord Nelson's Fleet, dated April 17, says,—The Amazon Frigate, on the 9th instant, took a Brig, laden with corn, almost within shot of three Frigates and the batteries. This so provoked them, that four or five Frigates, and one Line of-battle Ship, came just clear of the Sepete; but the Donnegal, Sir Richard Strachan, and two or three more of our Ships being near, the enemy would not risk any farther attempt to retake the Amazon's prize. However, three more French Ships of the Line got under weigh, but all went back before dark.

His Majesty's Sloop Weazle has been lost in the Mediterranean. We are happy, however, to be able to add, that all hands are saved. The Officers are ordered to join Lord Nelson's Fleet.

A Court-Martial has been held on board the Kent, of 74 guns, in the Mediterranean, for the trial of Captain Swain, for the loss of the Raven Sloop, Rear-Admiral Sir Richard Bickerton, President. After a long investigation, Captain Swain and his Officers were acquitted, excepting the Master, who was reprimanded for not having, the day preceding the loss of the Ship, taken his observations.

Malta, April 25. The Argo, Captain Hollowell, is just arrived here from Egypt, where he landed Elfi Bey, whose conduct at this place, on his return from England, has not conciliated opinion in his favour. His extreme reverse of fortune, however, makes him, in some degree, an object of compassion. Returning from this place, he landed at Aboukir, and from thence proceeded to Cairo; but before he reached the latter place, he was attacked by a strong Mameluke party, who were posted to intercept him by Osman Bey. His immense baggage, and the valuable presents with which he was enriched, attracted the principal attention of his assailants, the plundering of which afforded him an opportunity of making his personal escape, in a small boat, across the Nile. Upon his landing on the opposite side, he observed a camp of Bedouin Arabs formed, the Chief of which was his mortal enemy, but who, fortunately for the fugitive Elfi, was absent with Osman Bey, for the express purpose of concerting a plan for the more certain destruction of Elfi Bey, who, on this discovery, instantly threw himself on the mercy of these people, and demanded a horse of the Chief's wife, which was immediately granted him; for it is a sacred custom with the Bedouin Arabs, to protect any stranger who throws himself on their mercy, at the hazard of their own lives; on the Chief's return to the camp, and hearing how Elfi Bey had escaped, he applauded her conduct, and added, although he himself was anxious for his destruction, if she had violated the antient usage of their race, he would have put her to death by his own dagger. The last accounts of the fugitive Elfi Bey, stated him to be wandering in Upper Egypt, endeavouring, if possible, to collect a force sufficient to meet Osman Bey in the Deserts.

A letter from Genoa, of the 30th of May, states, that the Vengeur Italian Privateer had arrived there a few days before, with two English Vessels which she had captured.

Besides the three Ships of War, building and fitting out at Genoa on account of the French Government, and which will cost a million of livres, eight other Ships on the same account are ordered to be built, and got ready with all possible dispatch.

Verona, June 1. It is still said, that the House of Austria will receive the Republic of Ragusa, which has hitherto been under the protection of the Ottoman Porte. By this the Austrian Monarchy will obtain a new port, which carries on a considerable trade by sea, and also the advantage of establishing a complete communication between Dalmatia and Cattard, in Albania, ceded to the Court of Vienna by the Treaty of Luneville, which communication was before interrupted by the territory of Ragusa.

Osman Bey governs Egypt, which is entirely in his possession, except Alexandria and Aboukir-castle. Ali Pacha, with a party of Turks, were cut off on their march to Cairo. Treachery and massacres are the order of the day in that devoted country. Malta is now in a state fit to repel the united efforts of all the enemies of England.

A letter from St. Andero states, that the Spanish Government has issued an edict, forbidding prize-goods being landed in any Spanish port. This order is rigidly obeyed, to the great inconvenience of the French Privateers.

Verona, June 13. The English who were put under arrest at Leghorn have obtained their liberty, as is believed, in consequence of the application of the Court of Florence to the French Commandant at Leghorn. Admiral Nelson threatened to bombard Leghorn, and to declare the port in a state of blockade, if they were not set at liberty. It is said to be certain, that an English flag of truce brought dispatches to Leghorn, which were immediately forwarded by express to Florence.

July 7. By the Lisbon Mail accounts were received of a partial action between Lord Nelson and the Toulon Fleet. The enemy avoided going to any great distance from the protection of their own batteries.

AMERICA.

Admiral Sir A. MITCHELL, *Halifax.*

The George Washington arrived at Philadelphia from Canton, was boarded in the Straits of Sunda by a French 74 gun Ship, having two Frigates in company, waiting for the British China Fleet. Captain Hays reports some had been taken; and as he left 17 at Canton about to sail, it is probable that more of them will fall into the hands of the French. A Dutch Sloop of War sailed from the Cape of Good Hope on the 20th of January, with four Transports, having 850 Dutch troops on board, supposed to be bound to Batavia.

The New York Gazette of the 18th of May contains a letter from the American Commodore Preble, dated United States Frigate, Syracuse Harbour, Feb. 7, 1804, to the American Consul at Cadiz, in which he announces the capture and destruction of the Tripoline Frigate, of 40 guns, late the United States Frigate, Philadelphia, by the American Ketch Intrepid, of 4 guns, and 70 men. The Frigate was so situated that it was impossible to have brought her out of the harbour of Tripoli, where the attack was made in the night of the 16th of January. Captain Decatur, of the Ketch, attacked the Frigate in the most gallant manner, boarded, and carried her against all opposition. He then set her on fire, and she was totally consumed.

FRANCE.

It is reported, that a commercial treaty has been concluded between the French and Portuguese Governments.

The three Rear-Admirals, Dacres, Gantheaume, and Villeneuve, are promoted to be Vice-Admirals.

An Act of Amnesty has been passed in favour of deserters from the Army and Navy, who shall return to their duty by a certain day.

Admiral Verheul has caused two Officers of his Fleet to be arrested at Ostend, for not having conducted themselves properly during the late engagement with the Fleet of Sir Sidney Smith. They are sent under an escort to Flushing, there to be judged by a Council of War.

Jerome Buonaparté, it is said, is to be created High Admiral of France.

A Gentleman lately arrived from the Continent, is said to have brought the following List of French Ships of the Line and Frigates building; or for which materials for building were collecting.

1. *In the different Dock Yards of the Batavian Republic.*—Eleven Ships of the Line, from 60 to 80 guns; fourteen Frigates, from 24 to 44 guns; besides Cutters, Gun-Boats, &c.

These Arsenals and Yards contained a sufficient quantity of timber to construct double this number; which timber came down the Rhine with the Fleet to Dordrecht last year. Of the above Ships, six of the Line and ten Frigates were said to belong to France, and were built at her expense. The Dutch Arsenals and Store Houses were in want of sail-cloth, iron, anchors, and tar: but by contracts concluded last year in Russia and Sweden, by some French Naval Officers, the Batavian Government expects this Summer to be plentifully supplied. Should not the Batavian harbours and rivers be declared in a state of Blockade?

2. At *Antwerp*.—One 74 gun Ship and three 44 gun Frigates were nearly finished; and keels were laid for two 74's and for two 44-gun Frigates: there was Timber enough for five 74's, and as many 44-gun Frigates; but the Maritime Prefect caused the People to believe, that he had materials enough to build twenty 74's. Great activity prevails at Antwerp to make that city a Naval Station of equal importance with Brest and Toulon. Three thousand workmen, besides 400 galley slaves, were occupied daily, Sundays not excepted; and timber arrived from every part of Brabant and Flanders. Six English or Scotch Carpenters, and nine British Artificers, were employed there, but chained like galley slaves for fear of desertion.

3. At *Bruges*, two 36 gun Frigates were launched, and two others building.

4. At *Ostend*, one Frigate of 40 guns; one of 32 guns; and one Cutter of 20 guns, were nearly finished.

5. At *Dunkirk*, two 44-gun Frigates were completed, and three of the same size building: the dock yards and arsenals there, as well as at Bruges and Ostend, were ill supplied.

6. At *Havre*, two 50, and three 44-gun Frigates had been built since the War; but there were not materials sufficient to complete one Ship of 50 and two of 44 guns. They wanted only Sailors to attempt going to the Westward, and escape the British Cruizers.

7. At *Cherbourg*, two 44's have lately been launched, and two were building, but materials were wanting to finish them.

8. At *St Maloes*, one 54 gun Ship, and three 44 gun Frigates were ready to be launched, and there were materials to build as many more.

9. At *l'Orient*, two 74's had lately been launched, and two others were building, but could not be finished for want of materials.

10. At *Brest*, six Ships of the Line of different rates, from 74 to 120 guns, were building; but they had not materials to complete them.

11. At *Rochefort*, two 50's, and at *la Rochelle*, one 50 and two 44's were, besides three 20-gun Cutters, building. The Arsenals were indifferently supplied.

12. At *Bourdeaux*, six Frigates, from 32 to 50 guns, were building; and since the War four of 32 guns had been launched.

13. At *Bayonne*, three 44 gun Frigates, and three 24 gun Cutters, had been built since the War. The Arsenals in both these ports were well supplied.

14. At *Marseilles*, two 44-gun Frigates, and two 18-gun Cutters, had been completed since the War; and one 44 and two Cutters were building.

15. At *Toulon*, one 80 and one 74 had been launched since the War; and one 110, two 80, and one 74 were building. The Arsenals at Toulon and Marseilles were badly supplied. It was reported upon the Exchange of this latter city, in March, that the French Government had contracted for the building of six Ships of the Line in Spain, and of seven at Genoa.

In France, as well as in Holland, iron, anchors, sail-cloth, &c. were wanting; but expected from Russia, Sweden, Denmark, and America. The Fleets at Toulon and Brest are but indifferently manned, and the Crews of the Gun-Boats are far from being complete, notwithstanding the Sailors who have been enticed over from Italy, Spain, and Holland.

At Toulon, as well as at Brest, were several British Carpenters and Artificers, easily known again by wearing chains on one leg, and otherwise treated as galley slaves. The Dutch Carpenters were in the same situation at Toulon.

It was said that Buonaparté had sent Emissaries to Germany, Denmark, Sweden, and America, to procure him Sailors from those Countries.

RUSSIA.

The two Russian Fleets of Cronstadt and Revel were to have put to sea on the 31st ult., or 1st inst.

A letter from Petersburg, dated the 5th of June, says, The French Minister leaves this city this day for Paris, and an inferior Agent is left to transact the remaining affairs before the two Courts, who, people have gone so far as to say, will remain eventually as Commissioners for prisoners. There are ten Line-of-battle Ships and six Frigates, besides Brigs, Sloops, Provision and Store Ships, ordered to be got ready, with four months' provisions on board.

In the present admirable state of our naval force, we obviously stand not in need of any co-operation by Sea from Russia; nor is it at all desirable, as in the time of the Empress Catherine, (who contented herself with issuing Manifestoes, without ever sending a single man against France,) to have the Fleets of Russia in our harbours, deriving every possible advantage from our Naval discipline and skill, which advantage, it is not improbable, may, as in the case of the late Northern Confederacy, be again attempted to be turned against ourselves.

Government are said to have received advices of undoubted authenticity from Constantinople and the Black Sea, that Russia is preparing very large armaments in the latter place. The advices do not state what is the object of these armaments.

Riga, June 3. In the harbour of Cronstadt are ten Ships of the Line and several Frigates, fully equipped, and ready to sail.

NORTH SEA.

1. *Admiral Lord* KEITH.
2. *Vice Admiral* J. HOLLOWAY, *Downs.*
3. *Rear-Admiral* B. S. ROWLEY, *Sheerness.*
4. *Rear-Admiral* T. M. RUSSEL, *North Yarmouth.*
5. *Rear-Admiral* E. THORNBOROUH, *Texel.*
6. *Rear-Admiral Sir* J. SAUMAREZ, *Guernsey.*
7. *Commodore Lord* W. STUART, *Flushing.*

Deal, May 10. Sailed on a cruize off Boulogne, the Vesuvius Bomb, Captain Lillycrap. Arrived from a cruize off Boulogne, Fury, Zebra, and Tartarus Bombs, and Zephyr Brig.

13. Arrived the Orestes Sloop of War from a cruize, and remains in the Downs with his Majesty's Ships.

14. Sailed yesterday, after post, the Jamaica and Champion Frigates, Bonetta, Dart, and Orestes Sloops of War, and Fury Bomb, on a cruize. This morning his Majesty's Ship Monmouth arrived from Portsmouth, and sailed immediately to Yarmouth. Sailed the Orpheus Frigate to Portsmouth; King's Fisher Sloop of War to the Westward; and Perseus Bomb to Sheerness.

Yarmouth, May 15. Yesterday sailed the Baltic Fleet, under convoy of an armed Ship and two Cutters.

Deal, May 15. Arrived the Lark Sloop of War, Capt. Tower, and the Fly-by-night Lugger, Lieut. Hunt, from a cruize off Boulogne.

Yarmouth, May 16. Arrived last night the Monmouth, of 64 guns, from Portsmouth; and this morning Admiral Russel hoisted his flag on board her. Sailed the Ferritter Gun-brig, on a cruize. The Constant Gun-brig has sent into this port the Vrow Anna, Williams, from Kiel, bound to Amsterdam, with timber.

Deal, May 17. Wind at S.W. This morning sailed to Dungeness his Majesty's Ship Leopard, and Discovery Bomb. Arrived and brought to anchor in Walmer Roads, the Calais Squadron, consisting of the undermentioned Ships, under the command of Capt. Rose, viz. Jamaica and Champion Frigates, Dart and Orestes Sloops of War; and Basilisk Gun-brigs. Came down from the River the Cuffnels, for India.

A trench is digging at Dover, in which water is to be kept by means of flood-gates, so as to prevent the enemy from surprising the town, and pallisades and gates, and chevaux de-frise placed wherever there is a bridge or causeway that leads into the town from the sea, and the gates are to be guarded every night, and some formidable batteries are to be made at the heights.

18. Sailed on a cruize off Flushing, the Crescent Frigate, Captain Lord William Stewart. Arrived from a cruize off Boulogne his Majesty's Ship Illustrious, Captain Sir C. Hamilton.

Yarmouth, May 18. The Africaine Frigate has detained and sent in here, after a long chase, in which she fired 42 shots, a Ship of Faversham, in ballast; she is supposed to be employed by persons in this country to convey intelligence to the enemy, as four men made their escape from the above Vessel, and landed on the Dutch coast before she was taken possession of. The Master, who is on board, will undergo an examination.

Deal, May 20. Sailed through the Downs, Lord Eldon, Experiment, and Cuffnells, East Indiamen, for the East Indies. Sailed yesterday evening the Scourge Sloop of War, and Alnwick Castle East Indiaman, and rest of outward-bound Ships, under convoy to Portsmouth. This Morning sailed his Majesty's Ship Veteran, Captain King, Jamaica and Champion Frigates, Dart Sloop of War, and Basilisk Gun-brig, on a cruize off Boulogne and Flushing; and the Ranger armed Ship to Ireland. Arrived the Bonetta Sloop of War from a cruize, and remains in the Downs with his Majesty's Ships.

Yarmouth, May 23. Arrived yesterday afternoon the Penelope Frigate, from Sir Sydney Smith's Squadron; she has brought the men who were wounded in the late engagement off the French coast. The Penelope has suffered much in her rigging.

Admiral Thornborough has shifted his Flag to the Eagle.

24. Sailed the Vixen and Constant Gun-brigs, and Venus Cutter, on a cruize; and Penelope Frigate to the Nore to be repaired.

Deal, May 23. Yesterday evening Vice-Admiral Patten struck his Flag on board his Majesty's Ship Utrecht, and this morning proceeded to the Admiralty. Arrived his Majesty's Ship Veteran, with Jamaica and Champion Frigates; Orestes and Dart Sloops of War; Explosion, Hecla, Fury, Sulphur, and Volcano Bombs, from a cruize off Boulogne and Calais.

Sheerness, May 25. Came down from Chatham, the Atlas, of 74 guns, Capt. Hope; she is to be paid bounty and advance on Sunday next, after which she proceeds to reinforce the North Sea Squadron.

Deal, May 25. Arrived his Majesty's Ship Inflexible, from the Westward; l'Immortalité Frigate, Captain Owen; Speedy and Autumn Sloops of War; Tartarus Bomb; Basilisk, Bloodhound, and Locust Gun-brigs, from a cruize off Boulogne.

Eleven Dutch Schuyts, Prizes to the Africaine Frigate, have been sent into Yarmouth.

The following circumstances are stated in a letter from a person on board the Africaine Frigate, cruizing off Helvoetsluys:—"On the 21st, a Boat belonging to the Africaine was fired at by two batteries whilst fishing; Captain Manby instantly detained all the Dutch fishing-boats, to the number of 40, in order to convince the enemy with what ease our cruizers can always punish them for any outrage. The smaller Boats, however, he liberated the morning after they were captured. A Sailor belonging to the Africaine, in one of the Dutch Boats, lately lost the Ship in a fog, and after being two days adrift, was picked up by a neutral Vessel, and carried into Schevelling. The French guard at that place attempted to take him to prison, which the inhabitants prevented by force. The Commandant of the town directly sent him off to the Africaine, in a flag of truce, by which conveyance he assured Captain Manby how much he lamented that the batteries should fire at his Boat, but that it was the French who gave

the order, and carried it into execution.—Captain Manby, with his usual generosity and gallantry, sent a large present of porter to the Commandant, and a valuable ring to the Dutchman's wife.

Yarmouth, May 26.—The Helena Sloop of War, of 20 guns, was launched from the Yard of Mr. John Priston, of this place, yesterday morning, about 10 o'clock. Notwithstanding the narrowness of the river, she came into the water without the least accident. Arrived in the harbour several Dutch Schuyts, taken by the Squadron in the North Sea. Sailed the Rattler Sloop and Snipe Gun-brig. Arrived the Ethalion Frigate, with l'Union Privateer, her prize, from Leith. Arrived in the harbour a Gun-boat, No. 98, taken in the late engagement with Sir Sidney Smith.

Deal, May 27.—Arrived la Seine Frigate, from Dungeness; the Scourge, from Portsmouth; the Melpomene Transport, commanded by Captain Charles Watson, of the Royal Navy, and Agent for Transports, in 23 hours from Spithead, with twelve armed coppered Transports under his direction. Sailed the Immortalite Frigate and Locust Gun-brig to Sheerness. Arrived the Bacchante Sloop of War, and Lady Warren armed Ship, with the undermentioned East India Company's Ships from the westward, viz. the Earl Howe, Sir Stephen Lushington, Admiral Gardner, and Charlton, from the East Indies, and a Fleet of Ships from Jamaica, Lisbon, and Oporto.

31. Wind S.W. Sailed on a cruize off the French coast, the Lark and Autumn Sloops of War, Hecla and Sulphur Bombs, and Mariner Gun-brig. Early this morning the Basilisk Gun-brig, Lieutenant Patey, Commander, in thick weather, with rain, ran on shore on the off part of the Goodwin Sand; she was got off, and gone to Margate Roads, without damage.

Sheerness, May 31. Arrived his Majesty's Sloop Rattler, Captain Francis Mason, with the Bruizer and Blazer Gun-brigs. The Terror Bomb has come down the river to be stationed off Southend, in the room of the Winchelsea, which sails from thence to morrow. The Atlas has sailed for the Texel.

Yarmouth, May 31. Yesterday sailed the Vulture armed Ship, and the Vixen Gun-brig, on a cruize. This day sailed the Censor Gun-brig on a cruize; and the Swift and Champion Cutters, with a Fleet of Transports, for the Fleet under Admiral Thornborough, cruizing off the Texel.

June 3. This morning sailed his Majesty's Ship Veteran, Captain King, to Dungeness; the Jamaica and Champion Frigates; Dart, Bonetta, and Orestes Sloops of War; Fury and Explosion Bombs; Archer and Bloodhound Gun-brigs; Milbrook Schooner, and an armed Ship on a cruize off Calais.

June 10. Arrived the Fisgard Frigate, with a convoy from Lisbon and Gibraltar, which are sailed for the river.—Sailed yesterday the Bonetta and Rattler Sloops of War, on a cruize.

11. Sailed yesterday the Fisgard Frigate, Capt. Lord M. R. Kerr, and Scourge Sloop of War, Capt. Woolridge, with the outward-bound as per last, and several other merchant Ships under convoy to Portsmouth. Sailed this morning on a cruize off Calais, the Jamaica and Champion Frigates, Bonetta, Harpy, Dart, and Orestes, Sloops of War, Fury Bomb, and several Gun-brigs. Arrived l'Aimable Frigate, Captain W. Boulton, and Jackall Gun-brig, Lieut. Stewart, from a cruize.

The Fleet under the command of Admiral Thornborough, off the Texel, consists of the following Ships:—Eagle, Capt. Coleby; Defence, Capt. G. Hope; Atlas, Capt. W. Hope; Princess of Orange, Capt. Rogers; Ruby, Capt. Rowley; Stately, Capt. Scott; Raisonable, Capt. Malcolm; Clyde, Capt. Larmour. Besides Luggers and Cutters.

12. Sailed yesterday the Speedy and Alonzo Sloops of War, and Jackall Gun-brig, on a cruize.

17. Arrived from Portsmouth, the Whitby, Ceres, Crown, and Harmony, coppered Transports, under command of Captain Watson, convoyed to the Downs by the Indefatigable, which again sailed to Portsmouth.—Came down from Sheerness, the Penelope Frigate, and Favourite Sloop, and remain in the Downs with his Majesty's Ships and Transports as per last.—Sailed the Minx Gun-brig on a cruize.—Just came down, the Hon. East India Company's Ships Baring and Meadows, for the East Indies.

18. Sailed the Penelope Frigate, on a cruize off Flushing.—Arrived the Scourge Sloop of War from Portsmouth; and Humber armed Ship, with a convoy from Falmouth, which are sailed for the river.—Arrived the Jamaica, Champion, Trusty, and la Seine Frigates; Dart, Orestes, Bonetta, Harpy, and Speedy Sloops of War; Fury Bomb; Archer, Locust, and Bruizer Gun-brigs, from a cruize off the French coast, and have sailed again this afternoon, to resume their stations off Calais, Dunkirk, &c.—Arrived the Lord Nelson, Admiral Mitchell, Anacreon, Aurora, Diadem, Perseus, Ranger, and Helder Block Ships from Ireland.

Sheerness, June 18. Arrived his Majesty's Ship Dictator, with the Basilisk Gun-brig. The former will be paid to-morrow, and sail in a day or two to her station in the Queen's Channel, as a Block Ship, and the latter is taken into dock, as is also the Immortalite Frigate.

Yarmouth, June 18. Sailed the Constant and Ferretter Gun-brigs, on a cruize; the Hawke and Lord Nelson Cutters, with provisions for Admiral Thornborough's Fleet; Drake and Alert, with letters for the Texel and the Flushing Fleet.

Deal, June 19. Sailed yesterday afternoon, the Jamaica and Champion Frigates, Dart, Orestes, and Speedy Sloops of War, with a Gun-brig, to their station off Dunkirk and Calais. Sailed the Bonetta and Favourite Sloops on a cruize to the French coast. Sailed the Hon. East-India Company's packet Bell, for India. Capt. Searle, of the Navy, has hoisted his pendant on board the Helder.

20. The Humber armed Ship has a signal for convoy to the westward. Sailed the Blazer Gun-brig to join the Calais Squadron.—A new Ship of 98 guns, to be called the Bombay Castle, is ordered to be built in the King's Dock-yard at Deptford.

21. Wind S.W. Arrived the Bloodhound Gun-brig from a cruize. Sailed the Vesuvius Bomb to Sheerness.

22. Sailed the Fury Bomb on a cruize to the coast of France, with the armed Cutters and Luggers. Sailed this afternoon the Humber armed Ship, with the Ranger Naval Transport; United Kingdom, Santer; and Baring, Meadows, for the East Indies.

Extract of a Letter from an Officer on board his Majesty's Sloop Rattler, dated 23d June, 1804, off Ostend.

"To day, after dinner, we saw, close in shore, 25 Sail of the enemy's Squadron making their way from Ostend. We engaged them for nearly three hours, and drove them under the forts, but the incessant fire of their guns from the batteries, and flying artillery, prevented our making any captures. We fortunately received no damage in men, but many shot and shells fell on board us. A boy, named William Langfield, seeing a shell fall on the main-deck from the batteries, instantly put his hat on it while the fuzee was burning furiously; took up his hat and shell together and threw them overboard, before it had time to burst; by which expedient, he must have been the means of preserving many valuable lives, and, perhaps, the Ship; for falling as it did on the main-deck, it might, according to the common effect of shells, have descended to the magazine, which was directly under it."

Deal, June 24. Came down yesterday after post, and sailed through the Downs without stopping, Hon. East India Company's Ships Sovereign, Meriton, and Lord Hawkesbury, for the East Indies. Sailed his Majesty's Ship Ardent to Dungeness; Sterling Gun-brig on a cruize.

Yarmouth, June 24. Yesterday arrived from the Fleet off the Texel, the Scorpion Sloop of War, and the Sandwich Lugger, with letters from the Fleet off Flushing; also arrived the Lively Cutter to collect the Ships here for the Baltic, and the Swift Cutter. Sailed the Monkey Gun-brig on a cruize. The Beaver is under sailing orders for Tonningen and the Texel; and the Scorpion, with live stock; also the Champion Cutter, and Sandwich Lugger.

Dover, June 25.—Some very heavy firing has been heard from daylight this morning, until about one o'clock P.M. supposed to be some of the enemy's

Gun-boats going along shore to Boulogne, where they continue to collect an immense number of craft of different descriptions for invading us. By a person lately returned from Flushing, we learn that a very great slaughter took place on board the enemy's flotilla that lately engaged Sir Sidney; one of the large Praams had above one hundred killed, and a very considerable number wounded. The preparations for invasion go on without interruption, and are very considerable; the soldiers in general are very eager to come, in hopes of enriching themselves—the Officers are not quite so sanguine. We have a large Fleet off Boulogne.

25. Dispatches were yesterday received at the Admiralty from Lord William Stuart, Commodore of the Squadron employed in the blockade of Ostend. They are said to state, that the enemy seemed disposed a few days since, to make some movements both from that port and Flushing, but were discouraged from hazarding the attempt by the judicious disposition which Lord William caused to be made of the Squadron under his command.—The enemy's flotilla at Ostend is so numerous, and the Vessels so close together, that it is scarcely possible to ascertain their precise number: 150 were, however, counted.

Extract of a letter received yesterday from an Officer on board the Eagle, of 74 guns, off the Texel, dated the 20th inst.—"Admiral Thornborough is indefatigable in obtaining accounts relative to the enemy's preparations in the Texel; we yesterday boarded a Vessel under Prussian colours, bound to Cadiz, from which we learned, that there has been no alteration for the last ten days in the movements of the Squadron, nor have any troops been embarked. As to the latter statement, I cannot speak to a certainty; but, from our Ship, it is plainly to be perceived no alteration has taken place in the movements of the enemy's Ships. The Captain of the Vessel also states, that previous to his leaving the Texel, it was reported there were in the harbour of Ostend six Praams, seventy Schooners, and 200 Gun-boats, ready for sea."

Yarmouth, June 25. Sailed the Monkey Gun-brig, and Champion Cutter, to the Texel; Sandwich Lugger, to Flushing. The Beaver Sloop will sail this day with convoy for Tonningen.—Remain in the road the Monmouth, Beaver, Censor, Eagle, and Swift.

The whole of the enemy's force now at Flushing, consists of only one Frigate and three smaller Vessels, the remainder having effected their escape to Ostend and Boulogne.

At anchor off Boulogne, *June* 26.—We were yesterday joined by the Leopard, Rear-Admiral Louis, Autumn and Fanny. Our Squadron at anchor here before that consisted of the Trusty, Regulus, Leda, Seine, Harpy, Bonetta, Sulphur, Fury, Volcano, Devastation, and Lucifer; Locust, Archer, Flamer, and Blazer Gun-brigs, and Fly-by-night Lugger. Forty-seven Brigs, and fifty-six Luggers of the enemy, have been at anchor in the roads since Saturday morning, and were inspected yesterday by the Admiral commanding at Boulogne. The Barges that accompanied the Admiral, who was in a Cutter that seemed to be English, were most superbly decorated, and in point of build and the cut of their sails, resembled as much as possible the Boats of our Ships. The horse artillery were out at practice yesterday, and fired a great quantity; some of our Ships were also practising, and the cannonade will, in all probability, be supposed in England to have proceeded from the enemy's batteries. There is the greatest activity in erecting two new batteries at the low water mark, upon a very extensive scale, one at Portel, the other at Bomb Point; they will be finished in a month, and will afford complete protection to their flotilla while at anchor at low water. There does not seem to be any bustle in the camps, and several of them are certainly without troops. Portel seems to be head quarters; and in the camp above it there are not more than 2000 men: in short, in the entire of the encampments, which are fully adequate to contain 90,000 men, there cannot at present be above 10,000. The flood-gates at the entrance of Vimereux are now finished, and the part of the flotilla that is in that harbour are always afloat.

Deal, June 26. Wind E.N.E. Sailed yesterday after post, the Airly Castle, M'Intosh, for the East Indies. Arrived the Mariner Gun-brig from a cruize.

Sheerness, June 26. Sailed the Amethyst Frigate, Capt. Spranger, to relieve the Africaine, Capt. Manby, off Heligoland, she having sustained some damage during her station on that coast.—Saturday last the Romulus, Captain Burton, was paid six months' wages, after which she sailed to resume her station in the Queen's Channel, as a Block-ship.—Yesterday the Immortalite Frigate, Capt. Owen, was taken out of dock, having received the necessary repairs.—The Vulture, Capt. Green, has the signal flying for a convoy to the Baltic, but is prevented from sailing by contrary winds.

Harwich, June 27. By a neutral Vessel just arrived, we find that the enemy have been in motion all along the Dutch coast. She fell in with an American, from whom she learned that all possible exertion was making to get the different flotillas to Boulogne, and that it was possible the threatened invasion would soon be brought to a trial. On board of this Vessel, Johnson, the Smuggler, who we understood to have escaped out of prison at Flushing, had taken his passage to Boston. He appeared to be very ill, and to have suffered much by long and close confinement.

The Dutch Admiral Verheul has received a Brevet of Member of the French Legion of Honour, for his conduct in his late action with Sir Sydney Smith, off Ostend, accompanied by the following note from the Grand Chancellor of the Legion:

" Your glorious conduct, M. Rear-Admiral, excites the admiration of the French. You come to repel the enemy's Squadrons, a worthy rival of the Tromps and the Ruyters. Receive, in the name of victory, the palm which your valour and ability merit. The Emperor has ordered that you shall make a part of the elect of the French nation. I hasten, in execution of the orders of his Imperial Majesty, to send you a Brevet of Member of the Legion of Honour. I really feel happy, M. Rear-Admiral, to be to you the organ of the good-will of the Emperor, and of the public gratitude.

" The Grand Chancellor of the Legion of Honour,

" DE LA CEPEDE."

The Amsterdam Courant of June 23, states, " That an English Frigate approached close to Scheveningin on the 19th, and sent a boat on shore to deliver a letter, which was immediately forwarded to the Government."

Deal, June 29. Came down from Sheerness the Basilisk Gun-brig, and sailed on a cruize to the Eastward. Arrived the Harpy Sloop of War, Bloodhound, Locust, and Bruiser Gun-brigs, from a cruize off the French coast.—Wind S.W.

The military preparations throughout the Eastern District, are perfectly completed for the reception of the *Invading Enemy*. All the regiments of the different brigades are so strictly on the alert, as to be ready to move at a moment's notice. The whole force of that important district amounts to 32,000 effective men. A material alteration has been made in the chief Signal Stations in Essex, conformably to the following notification:—

Colchester, July 3, 1804.

SIR,—I have the honour to inform you, by the direction of Lieutenant-General Sir James Craig, that the Primary Signal Stations are now established, throughout the County of Essex, at the following places:—

Colchester	Mum's Hedge
Brightlinsea	White Notley
Earls Colne	Ongar Park
Gosfield	Messing
Sewer's End	Rettenden
Littlebury	Danbury
Thaxted	Langdon Hill
Hatfield Broad Oak	Come Green

A white Flag is constantly flying at the stations merely to point it out more clearly to the sentinels on guard at the communicating stations. The hoisting the Red Flag is in future to be considered the signal for general alarm, and will be a sufficient authority for lighting any beacons already established, and hoist-

ing the Red Flags that may have been provided at the different towns and villages for the same purpose.

I have the honour to be, &c. &c.

Rev. H. BATE DUDLEY, *Inspector, &c. &c.* T. BIRCH, Lieut. Col. A.Q.M. Gen. E. Dt.

Deal, July 4. Sailed the Mariner and Archer Gun-brigs, on a cruize to the French coast. Came down, the Caledonia, for South Sea. Arrived the Argus Sloop of War, Captain E. Kittoe, with a convoy from Cork; Locust Gun-brig, from a cruize off Boulogne, where she took up two French soldiers who had deserted in a boat, one a Serjeant-major, the other a Drum-major.

Yarmouth, July 4. Sailed the Snipe Gun-brig. Arrived the Vixen Gun-brig. Sailed the Ferreter Gun-brig, with Transports, having on board stores for the Squadron off Flushing; and the Mallard for the Downs. Remain in the Roads, the Monmouth, of 64 guns; Amethyst, Africaine, and Constance Frigates; and Vixen Gun-brig. Wind N.W.

Deal, July 5. Wind S.E. Arrived la Seine Frigate; Fury and Sulphur Bombs; Harpy Sloop; Archer, Bloodhound, and Bruiser Gun-brigs, from a cruize off the coast of France. The Viper Cutter has a signal for convoy to the Westward. Came down from the River, the Justina, Rooke, for Venice.

A very gallant action has been performed by the Boats of the Regulus, of 44 guns, commanded by Capt. Boys, who cut out two of the enemy's Vessels from under the batteries near Cape Grisney: they prove, however, to be wretched craft, of a very bad construction.

NARROW SEAS.

1. *Admiral Hon.* W. CORNWALLIS.
2. *Rear-Admiral Sir* J. SAUMAREZ, *Bart. Guernsey.*

BRITISH SQUADRON OFF BREST.

Extract of a Letter from on board the Venerable, dated May 10.

"We came to in a fog last night, close in with the shore, in company with l'Impetueux, Majestic, and two others of the Line, and the Indefatigable and l'Aigle Frigates. We looked into Brest some days since, and counted seventeen Sail of the Line, with Frigates, apparently ready for sea."

From on board the Colossus, May 12.

"Yesterday added three more Ships to the enemy's line, and we have certain information that it now comprises twenty Ships, many of them three-deckers; they have besides eight Frigates, and several Sloops and smaller Vessels. Admiral Graves, who commands the inshore Squadron, consisting of the Colossus, Montague, and Venerable, with l'Aigle and Santa Margaretta Frigates, has communicated this circumstance to Admiral Cornwallis, and we are in hope that the enemy will be encouraged, by the smallness of our Fleet on this station, to venture out. Our entire present force amounts to no more than thirteen Sail of the Line and two Frigates; namely,

Ville de Paris	110	Majestic - -	74
Britannia - -	100	Terrible - -	74
Prince - - -	112	Montagu - -	74
San Joseph - -	112	Venerable - -	74
Prince George -	98	Colossus - -	74
Princess Royal -	98	Santa Margaretta -	36
Dreadnought - -	98	L'Aigle - -	36
Spartiate - -	74		

"The Neptune, of 98 guns, and Thunderer and Conqueror, of 74, are hourly looked for to join us, and it is probable a further reinforcement will be sent, as Admiral Cornwallis has reported to the Admiralty the state of the enemy's preparations."

Falmouth, May 12. The Amelia Frigate, with the Fleet under convoy for

the West Indies, appeared off this port this morning, and were joined by the Fly Sloop of War, and 17 Sail from hence.—Wind variable.

Lymington, May 16. Sailed the Eurydice Frigate, with the Fleet under convoy for Quebec and Halifax, which put into Yarmouth Roads.

Falmouth, June 1. Arrived last evening the Townsend packet, Dodd, with mails from Lisbon, ten days' passage; a King's Messenger arrived in her with dispatches from Madrid; a Naval Officer has also brought dispatches from Lord Nelson, off Toulon. This gentleman came from India overland to Alexandria (Egypt), where he embarked on board his Majesty's Ship Argo, which also brought him to Lord Nelson's Fleet, and from thence to Gibraltar.

10. Sailed last evening, his Majesty's Brig Ganet, of 18 guns, Capt. Bass, on a cruize to the Westward: and this day sailed the Prince Ernest Packet, Petre, with mails of the 6th instant, for New York and Halifax, and the Princess Augusta, ditto, Thompson, with mails of same date, for Jamaica and Barbadoes. His Majesty's Sloop Rattler, Capt. F. Mason, with the outward-bound Lisbon and Oporto Fleets, still remain here, waiting the remainder of the convoy to join them from Portsmouth, which are hourly expected to appear off this port.

Falmouth, June 15. Arrived off this port his Majesty's Ship Ambuscade, 32 guns, Captain Dunbar, with the Nimble Cutter, 14 guns, having under convoy about 80 Sail for Lisbon, Oporto, and the Mediterranean, and were joined from hence by his Majesty's Ship Wasp, of 16 guns, Honourable Captain Aylmer, and twenty Sail of Merchant Vessels, which proceeded on with a moderate breeze at S.S.E. Also sailed his Majesty's hired Ship Humber, of 14 guns, Captain Hill, with a convoy for the Downs. Arrived this evening his Majesty's Ship Niobe, of 40 guns, from a cruize, and to get a supply of provisions. The Townshend Packet, with mails of the 12th instant, for Lisbon, will sail to-morrow, if the wind permits. A mail from the Leeward Islands and Jamaica may be shortly expected by the Duke of Marlborough and Queen Charlotte Packets.

19. Arrived the Niobe Frigate from a cruize. Wind S.W.

An American Ship which arrived on Sunday, July the 1st, from Rochefort, brings the interesting intelligence of the greatest activity prevailing in that port, the people working night and day, to complete a flotilla of Gun-boats, of which a great number are actually finished. Five Sail of the Line and three Frigates had also quitted the harbour, and got down to the Isle d'Aix, a small island near Oleron. They are, in general, wretchedly manned and ill provided, excepting the Majestueux, of 120 guns, which had 1300 men on board. The apparent object of this movement is, if possible, to effect a junction with the Ships in Ferrol; but such an occurrence, we have not the least doubt, the force under the command of Rear-Admiral the Hon. A. Cochrane, stationed off the latter port, will effectually prevent. His Squadron consists of the Northumberland, Dragon, Ganges, Mars, Spencer, Tonnant, and Terrible, with several Frigates and small Craft.

Torbay, July 1. Sailed the Nemesis Frigate and the Pheasant Sloop of War, on a cruize.

PLYMOUTH.

1. *Vice-Admiral* W. Young.
2. *Rear-Admiral* J. Sutton.

Plymouth, May 12.—Arrived from the Fleet off Brest, a three-deck Ship, the Neptune, of 98 guns, Rear-Admiral Dacres; also the Indefatigable, of 44 guns, Captain G. Moore. The fleet is all well. Sailed to join the Fleet off Brest, from Cawsand Bay, the Conqueror, of 74 guns, Captain Israel Pellew; she carried out 20 bullocks, and vegetables, for the use of the Ships.

14. Sailed his Majesty's Ship Endymion, of 44 guns, the Hon. Captain Charles Paget, to join the Fleet off Brest. The Nautilus, new Sloop, Captain Adlam, is built on a famous plan for fighting and accommodation. She mounts 20 guns on her main-deck, viz. two long 12-pounders, and eighteen 18-pound-carronades; on her quarter deck six 6-pounders, and measures 470 tons.

15. Sailed the French Schooner cartel, which came from Goree with the Governor and troops after the surrender of that Settlement to the French; she was obliged to remain in Cawsand Bay pursuant to orders, and is gone for

Morlaix. This day the Indefatigable, of 44 guns, Captain E. Moore, was paid wages and prize-money by her Agents at this port.

16. Sailed last night the Thunderer, Captain Bedford, with 20 bullocks, and vegetables, for the Fleet off Brest.—Arrived last night the Niobe, of 40 guns, Captain Scott, from the Squadron off Ferrol, which she left all well last Thursday.—Rear-Admiral Cochrane had hoisted his flag, as Commander of the Ferrol and Corunna Squadron, *vice* Rear-Admiral Sir E. Pellew, Bart. who returned in the Niobe.

17. Came in the Hawke, of 18 guns, Captain Apthorpe, from a cruize. This morning Rear-Admiral Sutton hoisted his flag on board la Resolue Slop Ship, in Hamoaze, as second in command at this port, and Paying Commissioner for Ships in the Sound and Cawsand Bay.

19. Came in this morning, the Venerable, of 74 guns, Captain Dacres, from the Squadron off the Black Rock; she left the Fleet all well on the 16th instant; the enemy as usual, but were, on the last observation, 19 Sail of the Line, 4 Frigates, 4 Corvettes, and 4 Gun-brigs; they had their sails bent, and it was expected they would soon make an attempt to come out, which every British Officer and Seaman in the Fleet anxiously hoped. Vice-Admiral Sir Thomas Graves, K. B. had shifted his flag to the fore of the Montague, of 74, from the Venerable, of 74, previous to her sailing for this port to refit.

23. The Seamen pressed out of the four East Indiamen, viz. Charlton, Lord Gardner, Sir Stephen Lushington, and Earl Howe, are, by order of the Port Admiral, to be returned to their respective Ships to navigate them round to the river, and then to be sent back to this port, and distributed on board the different Men of War; the Bacchante, of 24 guns, just arrived from Oporto and Lisbon, takes them round to the Downs with the Oporto and Lisbon ships, and then comes back with the Seamen of the East Indiamen. Last night Admiral Sir J. Colpoys struck his flag as Commanding Officer of this port, at the main of the El Salvador del Mundo, in Hamoaze; and this morning Rear-Admiral Sutton hoisted his flag at the mizen, as Commanding Officer here, until the arrival of Admiral Young, who is expected in a few days.—Yesterday Admiral Sir J. Colpoys, K. B. after having received his freedom at the Guildhall, from the Mayor, E. Lockyer, Esq. in an elegant silver box, which was presented to him with a very appropriate speech, dined at the Mayor's house, with a select party of distinguished Naval Officers: he sets off for the Admiralty in a few days. Went down the harbour, and sailed for Ireland, la Loire, 44 guns, Captain Maitland.

24. Sailed with dispatches for the Fleet, the Niobe, 40 guns, Captain Scott; and on a cruize, the Fox Cutter, and Argus, 16 guns.

26. Yesterday morning the Bacchante, of 24 guns, Captain Dashwood, being in the Sound, made a signal for the East Indiamen to get under weigh: at seven *a. m.* the whole were out, viz. Charlton, Captain Goodadvice; Earl Howe, Captain Burrowes; Admiral Gardner, and Sir Stephen Lushington; at ten had all, with the Oporto Fleet, for the Eastward, cleared the Mewstone, with a fine leading wind.—Came in from the Channel Fleet, which she left all well last Wednesday, the Temeraire, of 98 guns. The enemy as usual. Our Frigates frequently go in to reconnoitre within a mile and a half of the outermost ships, and within range of their shells and shots, of which the enemy give them plenty, but without damage. Arrived from Rear-Admiral Cochrane, from off Ferrol, after being out 16 weeks, to refit and overhaul her rigging, l'Impetueux, 84 guns, Captain T. B. Martin.

29. Came in the Malta, 84, Captain Bullen, from the Squadron under Rear-Admiral Cochrane, which she left all well, eight days since, on the Ferrol and Corunna station.—The Enemy as usual.

June 2. Came in from the Fleet off Brest, which she left all well on that station last Tuesday, the Britannia, 110 guns, Captain Shortland.—Arrived from a cruize in quest of Privateers and Smugglers, to the westward, the Hazard, of 18 guns, Captain Neve, to refit.

5. Arrived yesterday from the Fleet off Ferrol, which she left all well ten days since, the Tonnant, 84 guns, Captain Jervis, to refit. Sailed to join the Fleet off Brest, with orders, the Aigle, 44 guns, Captain Wolfe, having refitted in Barney Pool,

9. Orders came down for the Temeraire, 98 guns, Captain Harvey, and Impetueux, 84 guns, Captain T. B. Martin, now fitting for sea in Cawsand Bay, to sail directly, being quite ready, to reinforce the Fleet under the Hon. Admiral Cornwallis. Positive advice has been received here, from the best authority in the British Fleet on that station, that one of the Frigates of the in-shore Squadron fully reconnoitred the French Fleet in the outer road in a very accurate manner, and found they consisted of two three deck Ships, 98 guns, and 23 two-deck Ships, 80 and 74 guns, two Razees, six Frigates, and six Corvettes and Gun-brigs, with sails all bent, and apparently ready for sea, besides those at Rochefort. The gallant Cornwallis has with him thirteen Sail of the Line, six Frigates, besides Cutters, the large Ships mostly of three decks. The Ships in Cawsand Bay are all getting ready fast, and will join as soon as each Ship is fitted for sea. Sailed on a cruize to the westward, the Seagull, of 18 guns, Captain H. Burke. Came in from the Fleet off Brest, the Doris, 44 guns, Captain P. Campbell. Came in the Castle Douglas, with a valuable cargo from Liverpool to Memel, taken by l'Hirondelle French Privateer, of 14 guns, and retaken by the Spencer, 74 guns, Hon. Captain Stafford. The Temeraire, of 98 guns, and Impetueux, of 84 guns, with twenty bullocks each on board, are turning out of the Bay, though the wind is rather scanty, and at W. to join the Fleet off Brest.

11. The following letter was this day received, dated off Viana, off the coast of Spain and Portugal, the 22d of May last, from Captain R. Hosier, of the Swallow Privateer, of 14 guns, of this port, to his owners:—

" *Swallow, off Viana, May 22.*

" I have this day got a certificate from the Consul here, for a French Privateer I drove on shore on the 17th inst. and which was entirely loſt; she had 43 men on board when she went on shore, for which I shall be entitled to 5l. per head. I lost an anchor in the attempt, but have since recovered it. It now blows a hard gale of wind, and I really have not time to say more.

" ROBERT HOSIER."

Came in the Eagle, of 14 guns, (Excise Cutter), Captain Ward, with the Active, a fine smuggling Cutter, from Guernsey, with a prime cargo of spirits, captured after a long chase on the coast.

12. This morning, the baggage and live stock of Rear-Admiral Sir Edward Pellew, Bart. were sent on board the Culloden, 74 guns, Captain C. Cole, fitted for his flag, and with eight months' stores and provisions, for the East Indies. She will go round to St. Helen's before the 16th, as Sir E. Pellew is expected at Portsmouth the 18th instant. She is to convoy out the remainder of the East Indiamen for Madras and China. The Bacchante, 24 guns, Captain Dashwood, which was to have convoyed a Fleet here from the Downs, is stopped at Spithead to join the Beaulieu, 44 guns, Captain Ekins, to take out the convoy forming there and at Falmouth for the Leeward Islands. Sailed the Niobe, 40 guns, Captain Scott, with dispatches for the Fleet off Breſt.

Came in from a cruize the Plover, of 18 guns, Captain Hancock.

A Court-Martial was held on board the Flag-ship at Plymouth, on the First Lieutenant, Mr. Dean, for ungentlemanlike behaviour to the Second Lieutenant, the Hon. Mr. Jones, both of the Naiad, of 38 guns, Captain Wallis. The First Lieutenant is broke; but the Hon. Mr. Jones, who is a son of Lady Dowager Ranelagh, and brother to Lord Ranelagh, is found guilty of striking the First Lieutenant on the quarter-deck, after some hasty language on both sides; and the Court Martial have sentenced the Honourable Mr. Jones *to be shot on board such Ship as his Majesty shall appoint;* however, he is strongly recommended to mercy.

June 16. Sailed the Diamond, 36 guns, to join the Fleet off Brest; and on a cruize, the Plover, of 18 guns. The Fleet which passed down on Wednesday last was the Straits Fleet, under convoy of the Ambuscade, 32 guns, Capt. Dunbar, la Prevoyante, and about 60 Sail of Merchantmen. Came in from the Downs, last from Portsmouth, with a convoy of Coasters and Colliers, the Lady Warren, 32 guns, Captain Mackellan; she left the West India convoy with the Beaulieu, 40 guns, and Bacchante, 24, ready to sail the first fair wind. Sailed on a cruize the Ranger, 14 guns, Captain Frazer. Came in from the Fleet off

Brest, the Montague, 74 guns, and the Terrible, 74; they left the Fleet all well on Tuesday last: the enemy's Fleet, though so superior in number, make not the shew of attempting to come out, and it is imagined that the newly joined Ships are very badly manned. The Culloden, 74 guns, Captain Cole, will certainly sail this evening, if the wind holds to the Southward, for Spithead. The Malta, 84, Captain Bullen, is repairing alongside the Medway Hulk, near Jetty Head. Sir E. Gower, with the Newfoundland convoy, and the Beaulieu and Bacchante, and the West India convoy, are detained by contrary winds. Lord Seaforth, Governor of Barbadoes, is embarked on board the Beaulieu.

18. This morning the Spencer, of 74 guns, Hon. Captain Stopford, made signal to go up the harbour, and about eleven A.M. she got safe up to her moorings off the North Jetty Head. A signal for a Court Martial was made by the Port Admiral for all Captains to assemble to-morrow morning on board her, to try five Seamen for mutinous conduct while at sea. Passed up yesterday at noon the Streights convoy, under care of the Argo, 44 guns, Captain Hallowell. Last night a French black-sided Cutter, of 14 guns, chased a small Custom House Lugger, from the Lizard almost to the Edystone light-house; but this Morning the Hind Cutter hove in sight, on which the French Cutter hauled her wind, and stood for the French coast; the Hind was in chase, but it is feared the Frenchman will get off. This morning the Britannia, 110 guns, Rear-Admiral Northesk, took on board 20 bullocks and vegetables; she immediately hove short, and will sail from Cawsand Bay this evening. Letters received this day from the Fleet off Brest, dated the 15th instant, state they were all well, and the enemy as usual.

19. Sailed the Britannia and Tonnant Men of War on a cruize. Wind W.S.W.

20. Sailed on a cruize against the smugglers, the Ranger, 14 guns, Captain Frazer, and the Eagle, 14 guns, Captain Ward; also, with a convoy, the Argus, 18 guns, Captain Kittoe, for the Downs and River. Twenty-eight out of twenty-nine Quartermen, who were lately discharged from the Dock-yard, were, by order of the present Admiralty Board, restored to their situations, and went to work yesterday. Lieutenant Napier is appointed by the Admiralty to the signal post on Maker Heights, *vice* Lieutenant D. Burdwood, deceased. Went into the Sound, to wait for orders, the Naiad, Captain Wallis, and la Fleche, 18 guns.

21. Arrived from the Fleet off Brest the San Josef, 110 guns, to victual and refit, having been out 88 weeks. She left the Fleet all well—the enemy as usual, without any appearance of an attempt to move. The Terrible, 74 guns, went in so near a few days since that the batteries threw several shot over her, but without damage. The batteries take not the least notice of our Cutters when they go into reconnoitre; they return to the Fleet without molestation. Sailed, on a cruize, the Hawke, 18 guns, Captain Ayscough, and Hazard, 18 guns, Captain Neave. The Windsor Castle, 98 guns, did not get into Cawsand Bay till near sun-set last night, but came to at the same moorings to wait the flood tide.

23. A Court Martial was held on Friday last, on board the El Salvador del Mundo, 110 guns, Vice-Admiral Young, in Hamoaze; Rear-Admiral Sutton President, R. Liddel, Esq. Judge-Advocate, on four Seamen of the Montague, of 74 guns, for mutiny, &c. on board that Ship off Brest, in her late cruize on that station, and for conspiring to murder their Officers, and run away with the Ship. After a trial, which lasted the whole day, and being heard in their defence, and the charges being fully proved, the Court found them all four guilty, when sentence of death was immediately passed on them by the Judge-Advocate with great solemnity, and they were sentenced to be hanged at the yard-arm of such Ship or Ships as the Lords Commissioners of the Admiralty shall appoint. They were immediately put into the custody of the Provost Marshal, and closely confined on board the Flag Ship.

23. Orders came down this day for the Naiad, 38 guns, Captain Wallis, to take out a Fleet of Victuallers and Store-Ships, with Naval Stores for the Squadron off Ferrol and Corunna; she scaled her guns last night, and hoisted

blue Peter at the fore. She sails to-night or to-morrow, as the wind is quite fair at E S.E. Sailed the Venus Cutter, Lieutenant Cooban, for Dartmouth, to convoy round the Wolfe, just launched at that port.

25. Orders came down yesterday for all the Ships in Cawsand Bay to get ready to join the Fleet off Brest: all was hurry and bustle; bullocks and vegetables were immediately shipped on board the following Ships; viz. Foudroyant, of 84 guns; Neptune, of 98 guns; Terrible, of 74 guns; Windsor Castle, of 98; and Montague, of 74. The San Josef, of 110 guns, is now setting up her rigging, but will soon be ready for sea. The first five Ships immediately warped out of the Bay, and the Windsor Castle, of 98, Terrible, of 74, and Montague, of 74, sailed directly, the others follow to night, or to morrow, when the gallant Cornwallis, if the enemy chuse to try their strength, will be at least upon an equal footing in point of numbers.—Sailed, with some Victuallers for the Squadron off Ferrol and Corunna, the Naiad, of 38 guns, Captain Wallis.

PORTSMOUTH.

1. *Admiral* G. MONTAGUE.
2. *Rear-Adm. Sir* I. COFFIN.

May 14. The Royal Charlotte, True Briton, Neptune, Perseverance, Arniston, and Tottenham, are arrived.

15. Arrived the Preston Cutter from a cruize; and Falcon Revenue Cutter from the Fleet off Havre, with seven French prisoners, saved from four large French Gun-boats lost in the river of Alderney. Sailed the Charlotte Schooner, Lieut. Alt, on a cruize. Also the Transports which arrived here from Cork, on Saturday, for Cowes, to disembark their troops.

16. Arrived the Orpheus, of 32 guns, Capt. Hill, from Lisbon, last from the Downs. The Officers and Men who were saved from the Apollo, are on board of her. Dropped down to St. Helen's, as Guard-ships, the Inflexible, Capt. Bayley; Chichester, Captain Spear; and the Prospero Bomb, Capt. Humphries. Arrived the Ceres and Taunton Castle East Indiamen, from the Downs; and the Entreprenante Cutter, from a cruize. Sailed the Ante Schooner, and the Minerva Cutter, on a cruize.

18. Sailed the Mercury Frigate, on a cruize off Guernsey.

21. Sailed the Queen, of 98 guns, Capt. Manley Dixon, to join the Channel Fleet. Arrived the Scourge Sloop of War, Captain Wooldridge, with a convoy from the Downs; among which is the Experiment, Cuffnells, Lord Eldon, and Alnwick, East Indiamen. The Ambuscade Frigate, Captain Durban, with a convoy for the Mediterranean, will sail to-morrow morning.

23. Sailed the Queen, 98 guns, to join the Channel Fleet; Beaulieu Frigate and Wasp Sloop of War on a cruize.

25. This afternoon arrived His Majesty's Ship Æolus, with a large convoy from Jamaica, many of which are gone past this port for the Downs; a considerable number of letters were landed, and forwarded to town by this night's post. Also arrived the Experiment, of 40 guns, Capt. Mackenzie, from a cruize.

28. Arrived from Cowes the Ajax Transport, with 100 troops on board, for Guernsey. Came into harbour His Majesty's Ship Melpomene. His Majesty's Ship Ambuscade has fired a gun, and loosed her topsails, to prepare for sailing with her convoy for the Mediterranean: the wind coming round to the S. S. E.

30. Sailed the Orpheus Frigate, Capt. Hill, to join Lord Keith's Squadron; and the Entreprenante Cutter, Lieut. Young, on a cruize. The East Indiamen are ordered to St. Helen's; three of them went down this afternoon.

31. Sailed from St. Helen's this afternoon, the Revolutionnaire Frigate, Capt. Hotham, for Cork; and the Duke of Clarence Cutter, on a cruize. The Meteor Bomb, Captain Master, is come up to Spithead from St. Helen's. A large quantity of dollars were landed yesterday from the Æolus Frigate, Capt. Lord A. Fitzroy, from Jamaica, and forwarded to London. The whole of the East Indiamen, which are waiting the arrival of the Culloden, from out Plymouth, have dropped down to St. Helen's.

June 4. Advices were received at Portsmouth from Captain Bennet, of the Tribune, of his having, in company with the Decade and Hydra, driven 35

Sail of Gun-boats into a nook, near Cherbourg, and that, with the assistance of a Bomb, he was of opinion they may be destroyed; in consequence of which, the Prospero Bomb, Capt. C. Jones, was immediately ordered to join the Squadron, and sailed yesterday morning.

8. This morning the Prospero Bomb, Capt. C. Jones, returned from the Squadron off Cherbourg, it being found, after a particular survey, impossible to attack the Gun-boats which the Squadron had driven into a creek near Cherbourg, from the very formidable appearance they made by being moored in a crescent, covered by heavy batteries, and an innumerable number of Bombs; which were planted for their protection. The Prospero threw two shells in, but, from their insular situation, she retired, and left the Squadron to watch their movements. Had their situation afforded the faintest hopes of success, we are assured, from the superior character of the Officers commanding the Ships, that the attempt would not have been abandoned.

10. Arrived the Hydra Frigate, from Guernsey; and the Speedwell Brig of War, from a cruize, with the Brig Active, of London, Capt. Blair, bound to the South Seas, which sailed yesterday with the East India Ships under convoy of l'Athenienne, in tow, having been run foul of by the Ceres Indiaman, who stove in her stern, rose her deck, and thrust both main and upper decks forward, unshipped her rudder, and did other damage.

12. The Alonzo Sloop of War, Capt. Impey, returned to Spithead last night, from lying Guard-ship at Selsey. The Ajax and Southampton Frigates are taken into dock to be repaired for commission. The Zealous is brought down from her moorings for the same purpose.

12. Came into harbour this morning, the Hydra Frigate, Capt. Mundy, to repair some damages she received in covering the boats which attempted to annoy the French Gun-vessels under Cape Barfleur. Arrived the Castor, of 32 guns, Capt. Brace, which has been lying several months as a Guard-ship at Liverpool, to fit for the Channel service. Sailed the Melpomene, of 44 guns, Capt. Oliver, to join the Squadron off Havre; and the Lady Warren armed Ship, Capt. Morrison, to the westward. Arrived the Scourge Sloop of War, Capt. Wooldridge, with the convoy from the eastward

Twelve Sail of copper-bottomed Transports have sailed from Portsmouth for the River, to be fitted and armed for immediate offensive service.

On Thursday, June 14, the Duke of Cambridge, accompanied by Rear-Admiral Montague, General Whitelocke, &c. embarked at the New Sally Port, Portsmouth, on board the Port Admiral's Barge, and landed at Blockhouse Point, near Gosport; a salute of 21 guns was fired, and a guard of honour received him; after reviewing the troops in the vicinity, he dined with the Officers of the Hanoverian Legion, who were highly pleased at so unexpected and distinguished an honour.

A Court Martial has been held on board the Gladiator, on Lieut. Hickey, of the Fisgard, charged by Mr. M'Carty, the Surgeon, with unofficer-like conduct. After a long examination the Court pronounced that the charges were frivolous, malicious, and vexatious, and tending to subvert the good order and discipline of his Majesty's service.—Rear-Admiral Sir I. Coffin presided.

June 18. Arrived laſt night the Culloden Man of War from Plymouth, and Argo Frigate, with the George, Cox, from Cadiz, and two other Vessels under convoy from Gibraltar, and are all under quarantine.

The Diana Frigate, Captain Maling, is appointed to take the Ships from Cork to the Weſt Indies; she will sail from hence to-morrow. Sailed the Repulse, of 74 guns, Hon. Captain Legge, to join the Channel Fleet. Arrived the Cockatrice Brig, with a convoy from the Downs. The following Ships have signals for convoy: Beaulieu to the Weſt Indies; Iris to Newfoundland; Castor to the Eaſtward; and Cockatrice to the Weſtward.

20. Sailed the Cerberus Frigate on a cruize, Castor Frigate, with a convoy for the Downs; Falcon Revenue Cutter, in search of a French Cutter privateer. —Wind S. W.

21. Sailed the Hero, of 74 guns, Captain Gardner, to join the Channel Fleet; Diana Frigate for Cork; and the Caſtor Frigate, Captain Brace, for the Eaſtward, to be repaired.—The Kingsfisher Sloop of War, Captain Cribb, is to sail from Cork with the Diana and the Weſt India convoy. Came up from St. Helen's the Squirrel Frigate, Capt. Brawn.

22. This afternoon sailed the Isis, 50 guns, Vice-Admiral Sir Erasmus Gower; and Aurora, 28 guns, Captain Malbon, with a convoy for Newfoundland; the Beaulieu, 44 guns, Captain Ekins; and the Bacchante, 24 guns, Captain Dashwood, with a convoy for the Weſt Indies. Mr. M'Carthy, Surgeon of the Fisgard, who prosecuted Lieut. Hickey, was tried this morning for bringing his superior Officer to a trial on a groundless charge, and sentenced to be reprimanded and dismissed his Ship.—Sir E. Gower President.

Sailed the Cockatrice armed Ship, Capt. Kemp, with a convoy to the Weſtward

24. Sailed the Ariadne Man of War, to join the Channel Fleet. Arrived the United Kingd m. Baring, Lord Hawkesbury. Sovereign, and Bell Packet, bound to the East Indies. Passed by for the Downs, the Sarah, from the East Indies.

26. The Orpheus Frigate, Capt. Hill, and the Prospero Bomb, Capt. Jones, returned to Spithead, from cruizing at the back of the Isle of Wight, for a French Lugger privateer, which had captured several of our coaſters; they were unsuccessful in finding the Privateer, but captured a large smuggling Lugger, which is sent into Brighton—The Orpheus sailed again this evening on a cruize on the coast of France. The Lark Sloop of War, Capt. Langford, is fitting for the coaſt of Africa.—Dropped down to St. Helen's, the Squirrel.—Arrived the Airly Caſtle Indiaman, from the Downs.—Sailed the Spider Brig on a cruize.

27. Arrived the Megæra Sloop of War, Capt. Duff, with a smuggling Lugger, from Seaford Roads. Sailed from St. Helen's, the Orpheus, of 32 guns, Capt. Hill, for the coast of France. Sailed the Hope Cutter, Lieut. Dobbin, for the Havre Squadron.

Promotions and Appointments.

Captain J. Harvey, to the Agamemnon; Capt. Byng, to the Malabar; Capt. Clements, to the Texel; Capt. Shipley, made Poſt into the Centaur; Capt. Ferris, to the Proserpine; Lieut. King, of the Centaur, to command the Drake; Lieut. Henderson, of the same Ship, to command the Cuacharson; Lieut. Sterling, of the Pandour, to command the Serapis; Capt. Waring, to the Surinam; Hon. Capt King, to the Ariadne; Capt. C. Elphinſtone, to the Greyhound; Sir T. Livingſtone, to the Mediator of 44 guns, built of teak; Capt. Laurie, to the Cleopatra: Capt J. Watson, to the Alonzo; Capt. Impey, to the Epervier; Capt. M Robinson, to the Hindoſtan; Capt. Champain, *pro tempore*, to the Glory, *vice* G. Martin, indisposed; E Bromley, Esq. to be Surgeon of the Texel; S. Bromley, Esq to be Surgeon of the Malabar.

The Lords of the Admiralty have been pleased to order that Doctor Lind, firſt Physician of the Royal Hospital at Haslar, shall be superannuated on his full salary, as a reward for his unremitted attention to his duty during a service of thirty-two years. Doctor Thompson, a gentleman of much professional ability, and who is universally respected, is, we feel great pleasure in ſtating, appointed firſt Physician.

Capt Coffelin, of the Ville de Paris, to the Latona; Capt. Champain, to the temporary command of her. Capt. Milne, to the Fencibles, at the Frith of Forth; Capt. Poyntz, to the Melampus; Capt. Paul, of the Explosion, to the Pheasant, *vice* Carew indisposed; Lieut Talbot, to the Rose Cutter; Lieut. Gilham, to the Minerva; Sir Sydney Smith, to the Swiftsure; Capt. Scott, to the Success Frigate; and Capt. Prevo , to the Explosion Bomb; Lieut. Smith, to the Matilda Hospital Ship, at Woolwich; Capt. Hunter (who was Governor of Botany Bay) to the Venerable; Capt A. Frazer, to the Hindoſtan; Capt. Wright, to the Swift; Capt. Proctor, to the Saracen; Capt. Mackenzie, of the Guachapin, made a Poſt Captain into the Carysfort, *vice* Fanshawe, deceased; Lieut. Henderson, to the command of the Guachapin; Capt. Younghuſband, to the Osprey; made a Poſt Captain into the Blenheim, *vice* Graves, who came home in the Ulysses; Lieut Connolly, to the Lapwing; Capt. Parkinson, to the Zebra, *vice* Beauchamp; Capt R. C. Reynolds, to the Princess Royal, *vice* Sawyer, indisposed; Capt. G. Reynolds, to the Dreadnought, the Flag ſhip of Admiral

Collingwood; Capt. Mark Robinson, to the Swiftsure; Capt. Draper, to the Weymouth; —— Bromley, Esq to be Surgeon of the Swiftsure; Capt. Barton, to the Raisonable; Capt. Longman, to the Raven; Lieut. Meik, (son of Dr. Meik,) to the Latona; Cap. Kelly, to the Temeraire, *vice* E. Harvey, ill; Capt. Beresford, to the Cambrian, *vice* Bradley; Capt. Faulknor, to the Blond, *vice* Burn; Capt. Grumley, to the Sea Fencibles, at Winstaple; Dr. Gillespie, to the Naval Hospital at Malta; Dr. Gray, to be Physician to the Fleet, in the Mediterranean; and Dr. Snipe, to be a Physician of one of the Royal Hospitals; Lieut. J. Lucas, to the Impress Service, at Pool.

BIRTH.

On Wednesday, 1st August, at Clifton, near Bristol, the Lady of Capt. Ross, of the Royal Navy, of a daughter.

MARRIAGES.

On Thursday, 2d of August, at Titchfield, Rear Admiral Purvis, to Mrs. W. Dickson, daughter and heiress of the late Admiral Sir Archibald Dickson, Bart. Capt. Crawford, of the Navy, to Miss A. Duncan. Capt. Serrel, of the Navy, to Miss E. Dean of Liverpool August 24, at Westbourn, by the Rev. Mr. Davies, Mr. Wm. Manley, Purser of the Hindostan, to Miss Martha Hibberd, youngest daughter of the late J. Hibberd, Esq. Lately, at Plymouth, Lieut. H. W. Smith, of the Navy, to Miss Blanter, niece to Admiral Thornborough.

OBITUARY.

Aug. 4, at Cornhill, on his way to Edinburgh, the Rt. Hon. Adm. Lord Visc. Duncan, in the 73d year of his age. We have so copiously detailed the professional services of this illustrious Officer in the *Fourth Volume* of our CHRONICLE, that it would be superfluous here to expatiate largely on his merits. His Lordship was descended from a very ancient and respectable family, long resident at Lundie, in the county of Perth, North Britain; and on the death of Colonel Duncan his brother, he became possessor of the family estate. His Lordship was born on the first of July, 1731; on the 6th of July, 1777, he married Miss Dundas, daughter of Robert Dundas, Esq. Lord President of the Court of Session in Scotland, by whom he had issue three sons and five daughters. His eldest, Mr. Henry Duncan, died at Edinburgh, in December, 1787; and one of his daughters married, in May 1800, Sir Hugh Dalrymple Hamilton, Bart. His Lordship entered the service in the year 1746 or 7; was made a Midshipman in 1749; a Lieutenant in 1755; a Commander in 1759; a Post Captain in 1761; Rear-Admiral of the Blue in 1789; of the White in 1790; Vice-Admiral of the Blue in 1793; of the White in 1794; Admiral of the Blue in 1795; and Admiral of the White in 1799. In the year 1795, he received an appointment, constituting him Commander in Chief in the North Seas; and, in consequence of his Lordship's conduct to several Russian Officers, who served a long time under him on this station, the late Empress Catharine honoured him with *The Order of Merit of St. Alexander Newski*. On the 30th of October, 1797, he was called, by patent, to the British House of Peers, by the titles of Baron Camperdown, and Viscount Duncan, as a reward for the most signal and brilliant victory which he obtained over the Dutch Fleet in the North Seas, on the 11th of the same month. His Lordship retained the command on the North Sea station till the commencement of the year 1801, since which period he has enjoyed the sweets of retirement, the delightful retrospect of a life spent in the service of a grateful country, the *otium cum dignitate* in the fullest force of the expression. As a brave Officer, as a pious man, and as a true patriot, his loss will be long and deeply regretted. His Lordship is succeeded in his titles by his son the Hon. Robert Duncan, a Captain in the Ayrshire Regiment of Militia.

Lately at Antigua, in the 23d year of his age, after a short illness, Captain R. Fanshawe, of the Carysfort, of 28 guns. He had just arrived from Cork, with the remains of the West India convoy, part having been lost on the Coast of Portugal, with the Apollo, of 44 guns, Captain Dixon, in the beginning of last April. Captain Fanshawe was eldest son of R. Fanshawe, Esq. Commissioner of the dock-yard at Plymouth. He was a young gentleman of most amiable

manners, and bid fair, had he lived, to have been an ornament to his profession. His premature death is sincerely lamented by his family, friends, and acquaintance. His remains were buried with military and naval honours at English Harbour, Antigua, attended by the Officers of the Navy, the band, and a Colonel's guard of the 70th Regiment of Foot, which is in Shirley-barracks, at the ridge above English Harbour.

May 29, at Revel, of a contagious Ship fever, after a severe illness, Captain John Millar, of the Russian Navy. He was bred in the English Navy, under the tuition of his relation the late gallant Admiral Roddam Home. When only ten years old, he fell overboard when the Ship was under sail, and was miraculously preserved by his efforts, assisted by one of his Shipmates, who plunged into the ocean to save him. On another voyage, the Ship in which he served was set on fire by a thunder-bolt, and with difficulty saved. He was a Midshipman in the Romney, when she took the Artois; and was in the Commodore's Squadron in the action at St. Jago. In the year 1788, the 20th year of his age, he entered into the Russian Navy as Second Lieutenant, under the command of Prince Toubetsquor; and in the following year was severely wounded in the action between theRussian and Swedish Fleets on the coast of Finland, commanded by the King of Sweden, and the Duke de Sudermania, where many brave British Officers were killed. His Captain, without asking any thing for himself or his First Lieutenant, demanded Mr. Millar's promotion to the same rank he himself held; and his gallantry in that action is recorded in the history of the Empress Catharine the Third.

At Clifton, aged 70, Mr. M'Cumming, wife of Captain B. M'Cumming, who was 44 years married; she was twice brought to bed at sea, twice lost every thing by Shipwreck, and twice on short allowance of provisions and water. At Hampton Court Palace, Mrs. D. Bagster, widow of Capt. J. Bagster, of the Navy. A short time since, at Jamaica, Capt. Hills, late First Lieutenant of the Hercule, Commander of the Renard. A few days since, J. Newshim, Esq. late Agent to the Naval Hospital at Haslar. Lately, at Antigua, Mr. Stephens, Purser, six Midshipmen, and sixty men of the Carysfort Frigate. A short time since, in the West Indies, Lieut. Seward, of the Renard, with three Midshipmen, and thirty men, in attacking a French Privateer. At Antigua, Lieut. Hannam, of the Alligator; and Mr. Crookshanks, Surgeon of the Fort Diamond Lately, at Jamaica, Mrs Price, wife of Capt. Price, of the Abundance. Lately, Mrs. Valentine, wife of John Valentine, Esq. Storekeeper of the Victualling Office at Portsmouth, and daughter of the late Major O'Farrel, of the Royal Marines. At Jamaica, Mr. A. Froud, Surgeon; and his younger brother, Lieutenant P. Froud, of the Blanche. The same letter conveyed to the parents the death of two sons, both under 30 years of age. Lately, at Whiteclift, Mrs. Ellis, wife of Capt. Ellis, of the Navy, and daughter of the late Capt. Cole, of the Navy.

In the Neighbourhood of Lambeth, Mr. Henry Paulet, a person who had often displayed the most commendable love of his country. In 1758, an English tradingVessel, of which he was Master, was capturedby the enemy. The French Packet, in which he was prisoner, putting into the harbour of Vigo, then a neutral port, where two English Men of War were at anchor, this enterprizing man seized the bag containing letters and dispatches, and floated with them, in the silence and darkness of night, to the bow of one of the English Ships, where the dispatches were found to be of the utmost consequence to our affairs in North America. Paulet had the honour of being sent overland with them to England. On another occasion he was still more serviceable to his country. Being in a small Vessel on the French coast, he it was that communicated to Admiral Hawke the course of the French Fleet under Conflans, and fought on board the Admiral's Ship, during the engagement, having been first warned of his responsibility for his intelligence in the following words: "If you are wrong, you shall be hanged upon the yard-arm; if right, your fortune shall be made;" which latter promise was fully verified to him by the noble Admiral. Never may Old England be without men to love and serve their country as Henry Paulet did!

At Canton, on the 26th of December, 1803, Mr. William Gillies, Surgeon of the Royal George East Indiaman.

THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM APRIL 27 TO MAY 25.

CHARLES, Nell, from Briſtol to St. Kitt's; cargo partly ſaved, and all the crew. Minerva, Tolſon, from Liverpool to Nevis; cargo loſt, : ſailor drowned. Ark, Reed, from Briſtol to Barbadoes; all the crew ſaved, and part of the cargo. James, Douglas; and Friendſhip, Griffin, from Liverpool to Antigua; crews ſaved, cargoes loſt. Erin-go-Bragh, Ferguſon, from Dublin to Barbadoes; crew ſaid to be ſaved, uncertain about the cargo. Ann, Crawford, from Dublin to Demerara; crew ſaved, cargo loſt. Dart, Denniſon, from Glaſgow to Grenada; cargo loſt, crew ſaved. Nancy, Weir, from Glaſgow to Tobago; crew ſaved, and part of the cargo. Albion, M'Queen, from Greenock to Honduras; cargo loſt, ſix paſſengers and nine ſailors drowned. Fame, Campbell, from Glaſgow to Grenada; cargo loſt, five paſſengers and ſix ſailors drowned. Active, Hornby, from Liverpool to Demerara; crew ſaved and part of the cargo. Robuſt, Gibſon, from Greenock to Demerara; two ſailors drowned, uncertain about the cargo. Elizabeth, ——, from Greenock to ——; cargo loſt, ſix ſailors drowned. Peggy, ——, from Greenock to ——; crew ſaved, uncertain about the cargo. Sarah Chriſtiana (ſuppoſe Sebaſtiana), from Liverpool to ——; crew ſaved, uncertain about the cargo. Sally, Teed, from Briſtol to Antigua; Briſtol, Merrick, from do. to Jamaica; Atlantic, M'Intyre, from do. to St. Vincent's; crews ſaved, and part of their cargoes. Suſannah, (ſuppoſe from Liverpool to Demerara); Ford, Anderſon, from Liverpool to Demerara; Diana, ——; Cline (ſuppoſe Clarendon, from Briſtol to St. Vincent's); Triton, Williams, from Briſtol to Antigua; Trim, Oddie, from Greenock to Tobago; Start, ——, from do. to ——; Atlantic, ——, from do. to ——; Alfred, Clark, from do. to Jamaica; uncertain reſpecting their crews and cargoes; and ſeveral other veſſels, with all their crews, particulars unknown.——The Apollo frigate (convoying the above) is alſo totally loſt; Captain Dixon, the third Lieutenant, and about 100 of the crew drowned.—The Carysfort, and the reſt of the convoy, were ſeen off Oporto on the 2d, ſteering to the weſtward.——The foregoing account was obtained at Liſbon, from ſeveral paſſengers and ſeamen who had reached there; the Maſters and Mates having remained on the beach, to endeavour to ſave as much of the wrecks and cargoes as poſſible.

A letter from China of the 4th November, ſtates, that all the ſhips of the ſeaſon were then arrived, after experiencing very bad weather, except the Warley and Woodford; the former was driven to leeward of St. John's.

The Houghton, a country ſhip, having met with bad weather in the China Seas, is ſuppoſed to have foundered.

The Counteſs of Sutherland, country ſhip, is taken in the China Seas, by Admiral Linois' ſquadron.

The Orange Grove, Payne, from Africa to the Weſt Indies, is taken and carried into Guadaloupe.

The Thomas, Wilſon, from St. Croix to New Orleans, was loſt 9th January.

One of the Newfoundland convoy, taken by the Blonde, is retaken by a Guernſey privateer, and carried into Oporto.

The Lilly, Wallace, from New Brunſwick to Antigua, is taken by a French privateer.

The Content, Watſon, from Charlſton to Jamaica, has been taken, retaken, and carried into Jamaica.

The Lark, Swan, from Virginia to Jamaica, was loſt off Heneaga 16th February.

The Thomas, Cabb, from Virginia to Jamaica, was chaſed on ſhore on Heneaga, 5th February.

The Triumph, Johnſton, of New Brunſwick, was burnt in January laſt, at Kingſton, Jamaica.

The George, M'Farlane, from New Brunſwick to Jamaica, was taken 22d February, by a French privateer, and carried into Cuba:——at which place thirty American veſſels were lying (prizes), and nine privateers were ready for ſea.

The Fly, Levy, and the Minos, Horner, from Jamaica to Halifax; the Caroline, Hicks, from do. to New York; and the Neptune, Scott, from do. to Boſton, (all Britiſh ſhips), have been taken off Cape Antonio by French privateers, and carried into Cuba.

The Britiſh Queen, Poole, from Jamaica to Liverpool, is taken and carried into Cuba.

The Rebecca, Folger, from the South Seas, which went into the Cape of Good Hope, and was taken, has been cut out and is arrived at Portſmouth. The account of the Sea Horſe and Lively Whalers having put into the Cape is unfounded.

The Three Brothers, Graham, from Cork to Dominica, which was run foul of near Falmouth, and deſerted by the crew, has been towed into Topſham.

The Sally, Swazy, from Boſton to Amſterdam, is detained by the Argus ſloop; and the Harriet, from New York for Havre, by the Plover ſloop, and both ſent into Plymouth.

The Enterprize, Johnſon, from Newberry Port to the Weſt Indies, was loſt 2d March.

The ſhip Virginia, Dickſon, of Baltimore, has been towed into Bermuda.

The Laurel, Blacket, from Bengal, is on ſhore and bilged, at the entrance of Salem harbour.

The Peggies, Clark, of and for Kincardine, from Newfoundland, was fallen in with on the 11th December, in lat. 55. long. 20. nearly full of water, by the Minerva, Page, arrived at Providence, from Petersburg, who took the crew on board his veſſel.

The Semiramis, Smith, from Charlſton, which was on ſhore at Nantucket, is gone to pieces. Only a ſmall part of the cargo ſaved.

The Vrow Gertrude, Gordt, ſailed from Graveſend, 10th November laſt, for Roſtock, and has not ſince been heard of.

The Unity, Walker, from St. Ives to Neath, was loſt 23d April, near the Mumbles.

The Providence, le Reux, of London, has captured a French veſſel, with 280 hhds. of Claret, and carried her into Jerſey; alſo deſtroyed five other veſſels on the coaſt of France.

The Siſters (of Dartmouth), Rowe, bound to Newfoundland, has been taken by the General Aujereaux privateer, and ſunk; crew put on board the Sampſon, and arrived at Torbay.

The Experiment, Sealy, from Quebec to Jamaica, has been taken, retaken, and carried into Jamaica.

A Ship Tranſport, with part of the 46th regiment on board, has been taken, retaken in the Weſt Indies.

The Felicitas, ——, from the coaſt of Spain, is ſtranded near Malaga; cargo conſiderably damaged.

The Mary, Folger, from the South Seas, is on ſhore near Selſea (Portſmouth.)

The Mercury, Hume, from Africa to the Havannah, is loſt in the Straits of Bahama.

The Enterprize, Gleed, from London to Barbadoes; and the Mariner, Curties, from London to Montſerratt, have been captured; retaken and carried into Antigua.

The Chiſwick, Pondler, from London to Jamaica, is captured in the Weſt Indies, and carried into St. Martin's.

The Goodintent, Ranton, from Tobago to Demerara, has been taken, retaken, and arrived at Demerara.

The Union, Wilſon, from Liverpool to Lubeck, has put into Laurwig, in Norway, with damage, and muſt unload to repair.

The Hope, Barrell, from Lynn to Drontheim, is ſtranded near Lynn; cargo expected to be ſaved.

The John Norman, Peters, from Charante, arrived at Hull, was ſpoke with 24th April, within three miles and a half of Yarmouth, by a French lugger privateer, of 18 guns.

Two ſloops were taken between Dover and Folkſtone, on Sunday laſt, by a French row boat.

MARINE LIST.

The Jamaica, Ellen, and Fortitude, of Whitehaven, and two veſſels named Peggy, belonging to Greenock, part of the Apollo's convoy, are reported to be loſt on the coaſt of Portugal.

The Maria, Ritſon, from Liverpool to Tortola, is wrecked on the coaſt of Portugal.

The Mercury, from New York to Demerara, is taken in the Weſt Indies.

The Albion, Atkinſon, from Liverpool to New York, has been taken, retaken, and carried into Dominica.

The Nile, Griffith, from St. Thomas's to Liverpool, foundered ſoon after ſailing.

The Tydverdryf, Banſen, from Embden, is totally loſt off Oſtend; crew and cargo ſaved.

The Anna Catherina Margaretta, Buckholtz, from Hull to Tonningen, which put into Cuxhaven, and was detained by the French, has been permitted to depart, but the cargo declared a prize, and ordered to be ſold.

A veſſel (ſuppoſed to be from London) was captured 15th April, by a privateer, off the Humber, and carried towards the Dutch coaſt.

The Hibberts, ——, from Honduras to London, is captured and carried into Havannah.

The Hindoſtan ſtore-ſhip has been burnt by accident in the Bay of Roſes. Crew ſaved.

The Lydia, Hatton, from Wilmington to Falmouth, is totally loſt on the coaſt of North Carolina; one of the crew drowned.

The John and Ann ſailed from Halifax 19th Nov. laſt, for Greenock, and has not ſince been heard of.

The Atlantic, Wilſon, from Africa to the Weſt Indies, is taken and carried into Guadaloupe, by a privateer of 18 guns and 150 men.

The Ranger, Wilſon, from Liverpool to Boſton, which put into Antigua, is condemned there. Cargo ſold.

The Sarah, Cannel, from ——; the Caldicot Caſtle, Sherratt; and Hector, Williams, from Demerara to Liverpool, are captured and carried into Guadaloupe.

The Fanny ſchooner, from Demerara to Barbadoes, is taken by a French privateer.

The Suſan, M'Carthy, from Newfoundland to Barbadoes, is captured and carried into Guadaloupe.

The Union, Aſh, from Poole to Newfoundland, is taken and carried into Paſſage.

The Swift cutter, from Plymouth to the Mediterranean, with diſpatches, is taken by a French privateer of 12 guns, and 150 men, and carried into Barcelona.

The Betſey, Thurlby, from London to Fieume, was taken 16th March, off Iſle Cherſon, by a French privateer, and carried into Ancona.

The Enterprize arrived at Liverpool, ſailed from Demerara the 17th, and from Barbadoes 22d March; on the 25th, off Dominica, ſpoke the Drake brig of war, who informed them that the Grand Decide French privateer had taken and carried into Guadaloupe two ſhips bound to Tobago, and that another prize was alſo carried into that Iſland

The Active, Dalrymple; and the Prudence, d'Arcy, of Liverpool, are captured on the windward coaſt of Africa.

The Active, Harriſon, coal loaded, bound to Stockholm, is on ſhore near Whitby; crew ſaved.

The Prudence, ———, of Sunderland, is on ſhore near Whitby, and it is feared will be loſt.

The Harriet, Robſon, ſailed from Halifax for Newcaſtle, 16th January, and has not ſince been heard of.

The Minerva, Collie, from Aberdeen with corn, was taken the 18th March, by a Dutch brig, and carried into Norway.

An Engliſh veſſel, laden with coals, for Norway, was carried into Helvoet, 19th ult.

The Phoſphorus, Crabtree, from London to Gainsbro', has been taken, retaken, and arrived at Yarmouth.

The Hope, Critchell, from London to St. Thomas's and Honduras, has been taken by the Vengeance privateer from Guadaloupe; ſince retaken by the Oſprey ſloop, and carried into Barbadoes.

La Minerve, ———, from Liſbon to Dieppe, is detained by the Fiſgard frigate, and arrived at Portſmouth.

The Chance, Summers, in ballaſt, bound to London, is loſt in Cadiz harbour.

The Cybelle, Counell, ſailed from Newfoundland, on or about the 18th October laſt, for Grenada, and has not ſince been heard of.

The Neptune, Williams, from Virginia to Liverpool, having experienced bad weather on the Banks of Newfoundland, 17th March, loſt her fore and mainmaſt, and being very leaky intended to make the firſt port; the paſſengers were taken out by a veſſel from Salem to Belfaſt, and arrived at Liverpool.

The Little Charles, Martin, from Liverpool for St. Michael's, is totally loſt off Waterford.

The Sucky, Lewis, from Curacoa to Philadelphia, and the Lapwing, Bourn, from Curacoa to New York, are detained and ſent into Bermuda.

The Egyptienne French privateer, of 36 guns, and 250 men, is taken by the Hippomenes ſloop of war, and carried into Barbadoes. The Oſprey ſloop had previouſly engaged her, but ſhe eſcaped by ſuperior ſailing.

The Denault, Ball, from London to Demerara, was taken 19th March, by the Egyptienne privateer, and carried into Guadaloupe; the Ranger, Williams; Favourite, Holman; and Wadſtray, Way, from London to Demerara, were in company when the privateer hove in ſight, and it is reported the Wadſtray has been taken and retaken.

The Ethalion frigate has cut out of Bergen the Union Dutch privateer, of 16 guns and 84 men, and carried her into Leith.

The Raccoon brig has captured a French brig from New Orleans to France, mounting 8 guns, and 80 men on board, and carried her into New Providence.

The Earl of Wycombe, Mendell, ſailed from Halifax for Liverpool about 27th December; and the William, Lepſon, ſailed from Meramiche for Liverpool, 28th Nov. and have not ſince been heard of.

The American brig Friendſhip, Clemens, from the Cape of Good Hope to Cowes, for orders, is detained by the Topaz frigate, and ſent into Falmouth.

The Firm, Harland, from London to Honduras, was taken 13th March, near Barbadoes, by two French privateers, and blown up.

The Ranger, Phalen; and the Mary Ann, Doyle, which ſailed from Waterford for Newfoundland, the 2d inſtant, under convoy of the Spitfire ſloop, parted company the ſame night, in a heavy ſquall, and were captured the 6th, about 120 miles to the weſtward of Cape Clear, by the General Aujereau privateer, of Bayonne, of 16 guns and 120 men, who, after plundering the Ranger, gave her up to the crews and paſſengers, and ſhe arrived at Waterford on the 10th; the Mary Anne was ſent for France or Spain.

The Reliance, Harvie, from London to Demerara, has been taken, retaken, and arrived at Barbadoes.

The Rebecca, Sedman, from London and Antigua to Honduras, is condemned at Antigua.

The Hero, a French Southern Whaler, is captured by the Swallow Whaler, of London, and arrived off Falmouth.

The William, Aſhton, from Teneriffe, is loſt near Sandy Hook.

The Mary, M'Dougal, from Bangor to Newry, is on ſhore near Beaumaris.

The Landſmen, Pieters, from London to Embden, is totally loſt off the Iſland of Borchum. Only one paſſenger and the cook ſaved.

The Merchant, Hatker, from Aloa to Stockholm, has foundered in the North Sea.

The Eliza, Champlin, from Briſtol to Philadelphia, was loſt on the Iſle of Sables 1ſt of February. Captain and three men drowned.

The Eclipſe, Mudge, from St. Michael's, bound to Peterſburg, is on ſhore at Gilleliel, near Elſinore, and it is feared will be loſt.

The Induſtry, Greg, from Newcaſtle to Leith, is ſtranded near Hartlepool.

The Nancy, ——, from Copenhagen, with wood, hemp, rye, and iron, is taken and carried into the Vlie, prize to the Eer Dutch privateer.

A ſhip, name not mentioned, commanded by F. Nermes, prize to the Maria Dutch privateer, is carried into the Texel.

The Stranger, Wompra, from London to Jamaica, was blown out of Madeira, on the 7th March, and captured on the 17th, by the Honeſte privateer, of one 24-pounder, four ſwivels, and 60 men, and retaken on the 23d, in ſight of the privateer, by an Engliſh frigate, with a convoy.

The Eliza, Crookſhanks, from Jamaica to New York, is captured and ſent for the Havannah.

The Meanwell, Robſon, from Newcaſtle, was captured by a Dutch privateer on 13th April, in the North Sea, and burnt.

The Caſtle Douglas, Allen, from Liverpool for Roſtock, was captured on the 3d May, off the Orkneys, by a privateer, and ſuppoſed to be ſent for the Texel.

The Catharine, Stothard, from Briſtol to St. Thomas's and Honduras, is taken in the Weſt Indies, by a French privateer, after a very ſevere engagement.

By the Confidence, Knowles, from the Iſles of France, in 68 days, arrived at Boſton 22d April, it is reported that the French ſquadron of Admiral Linois had deſtroyed a quantity of pepper at Bencoolen, and captured an Engliſh ſhip there, with Calcutta and Madras goods on board.

The Zephyr, Blair, from Liverpool to Virginia, is captured and carried into Paſſage.

[*To be continued.*]

Engraved by Ridley by Permission of Valentine Green Esq.

SIR PETER PARKER BART.

Admiral of the Fleet.

Pub. 29 Sept.r 1804, by I. Gold, 103, Shoe Lane, Fleet Street.

BIOGRAPHICAL MEMOIR OF

SIR PETER PARKER, BART.

ADMIRAL OF THE FLEET.

"I persuade myself that, at a time when our Fleets render the Nation so formidable abroad, it cannot be unseasonable to let the curious see by what steps GREAT BRITAIN arrived at such an height of naval power and reputation."

Preface to Colliber's Columna Rostrata.

THE veteran head of our Navy is an object not to be contemplated but with veneration. From his personal valour, his professional skill, and his general merit, Sir Peter Parker is entitled to the respect and esteem of every son of Neptune, of every inhabitant of the British dominions.

Sir Peter Parker, Bart. now Admiral of the Fleet, is the son of the late Rear-Admiral Christopher Parker*, descended from a very respectable and ancient family in Ireland. Of the period of his birth, or of his entering the service, we are not in possession; but we find his first appointment, as Lieutenant, to have taken place in the year 1743. Admiral Matthews, who was at that time Commander in Chief on the Mediterranean station, advanced him to this rank on board of the Russel, Captain C. Long. During the year of Mr. Parker's appointment, the Mediterranean Fleet continued in Hieres Bay, the chief service which it performed

* On the 1st of January, 1712-13, this gentleman was promoted to the command of the Speedwell. How he was employed during the immediately succeeding years, we are not informed; but, in 1739, he was appointed Captain of the Torbay, of 80 guns. In 1740, we find him Captain of the same Ship, which was one of the Fleet equipped for Channel service, and placed under the command of Sir John Norris. On the return of that Fleet into port, it was ordered to sail to the West Indies with Sir Chaloner Ogle, on the expedition against Carthagena. At this period, Captain Parker quitted the command of the Torbay; and it does not appear that he held any naval employment or commission afterwards. On the 1st of September, 1747, he totally retired from the service, with the rank of a Rear-Admiral, on half-pay. He died in Henry Street, Dublin, on the 1st of February, 1765, having reached a very advanced age.

being that of blocking up the French and Spanish Fleets in the harbour of Toulon.

In due time he was nominated Master and Commander; but in what particular Ships he served during the time that he held that rank, we have not ascertained. On the 6th of May, 1747, he was promoted to be Post Captain of the Margate Frigate; and thence we believe him to have been advanced, at the beginning of the year 1749, to the command of the Lancaster, a third rate.

Considering that, from 1748 to 1756, a general peace existed in Europe, it is by no means surprising that the name of our Officer does not occur as being engaged in active service. On the 18th of May, however, in the latter year, in consequence of Minorca being invaded by the French, war was declared by Great Britain against that Power. In 1757, Captain Parker commanded the Woolwich, of 44 guns, on the Leeward Island station, in the Squadron under Commodore Moore *. He remained on this station until after the capture of Guadaloupe, in which service he was very actively engaged †; when, the French Squadron having sailed for St. Domingo, and Commodore Moore having no longer any naval force to oppose, that Officer shifted his pendant from the Cambridge to the Buckingham, and sent several of the large Ships home with the convoy. Among these was the Bristol, of 50 guns, then commanded by Captain Parker ‡, who, on his arrival in England, was removed, we believe, into the Montague. In this Ship he was for

* On the Leeward Island station, our cruizers were, this year, 1757, very generally successful. Many of the enemy's Privateers and Merchant Vessels were taken and destroyed, and our own trade experienced the most ample protection. Captain (now Admiral Sir Charles) Middleton, took seventeen Privateers; for which piece of service, the Assembly of the Island of Barbadoes, as a testimony of their gratitude, presented him with a sword, valued at a hundred pistoles.

† May 1, 1759.—For a minute and interesting account of the attacks against the Islands of Martinique, Guadaloupe, &c. we must refer our readers to the Memoir of Admiral Sir John Moore, in the *Third Volume* of our CHRONICLE, page 438, *et seq.*

‡ Captain Parker had been succeeded in the command of the Woolwich by Captain L. Leslie.

some time employed to cruize in the Channel, where he met with considerable success, capturing several private Ships of War, and other Vessels.

Captain Parker's next command was that of the Buckingham, of 70 guns. In this Ship he had the good fortune considerably to distinguish himself. It was in the spring of 1761 that Commodore Keppel sailed on the expedition against Belleisle: the Buckingham was employed in the Commodore's Squadron on this occasion; and, after the surrender of Belleisle, she continued to be engaged in covering the newly-acquired conquest, and in blocking up the small remains of the French naval force in the different contiguous ports.

In order to preserve a due connexion in our narrative, we shall here exhibit a brief sketch of the proceedings of the British forces on the expedition alluded to:—

On the 29th of March, the Hon. Commodore Keppel sailed from St. Helen's, with a large Squadron of Ships of War, and a hundred Sail of Transports, with 10,000 land forces, under the command of Major-General Hodgen, destined for the attack of Belleisle. At the same time, a strong Squadron was ordered to cruize off Brest, under the command of Captain Buckle, to block up that port, and to prevent any succours from being sent to its relief. On the 7th of April, the Fleet anchored in the great road of Palais, and the next day a large detachment of troops was landed in Port Andeo bay, on the South East side of the Island, under cover of the Achilles and Dragon. The enemy had taken post on the top of an almost inaccessible mountain, where they had strongly intrenched themselves. Several vigorous attempts were made to dislodge the enemy, by forcing their intrenchments, all of which, however, proved ineffectual, and at length our troops were obliged to retreat, with the loss of five hundred men killed, wounded, and taken prisoners. The General and Commodore, not disheartened by this check, were resolved to persevere in the object of the expedition: accordingly, on the 22d, after reconnoitring the coast, it was determined to make a descent at Fort d'Arsie; and, to divert the enemy's attention, two feints were to be made at the same time on another part of the Island. The Ships of War which were ordered to second the operations of the army, having brought up at their appointed stations, soon silenced the enemy's batteries. The troops were instantly landed; and, after many resolute

attacks, they compelled their opponents to fly from their redoubts and intrenchments. The moment that M. de St. Croix, the French General, found that the English had made good their landing, he collected his whole force, and retreated to the town of Palais, where he had determined to make a stand. On the 13th of May, with great resolution and intrepidity, and with very little loss, the English succeeded in carrying six strong redoubts. On the 7th of June, a practicable breach was made in the citadel, and every necessary preparation made for storming, when M. de St. Croix beat the *chamade* and offered to capitulate. The next day, the terms having been accepted, the British troops marched into the citadel, and were put in possession of the whole Island. The French garrison consisted of two thousand six hundred men, of whom nine hundred and twenty-two were either killed, wounded, or taken prisoners. The loss sustained by the British army amounted to thirteen Officers and three hundred men killed, fourteen Officers and four hundred and eighty men wounded.

Immediately after the surrender of Belleisle, Commodore Keppel detached a Squadron, under the command of Sir Thomas Stanhope, to attack such of the enemy's Ships as might be lying in Basque Road, and to destroy the works which had been erected on the Isle of Aix. The Buckingham was in this Squadron, and to Captain Parker was entrusted the performance of the latter service*. Towards the end of July the fortifications were completely destroyed; but, previously to the accomplishment of this business, Captain Parker had a brisk encounter with a number of praams belonging to the enemy, which, having been expressly constructed for the purpose of carrying very heavy cannon, were considered by their inventors as extremely formidable. From the circumstance of their lying remarkably low in the water, the enemy had conceived that the guns of the English could not be brought to bear against them; but in this they were

* The following were the Ships which accompanied the Buckingham on this expedition :—

Ships.	*Guns.*	*Commanders.*
Monmouth - - -	64	Captain John Storr.
Nassau - - - -	64	——— M. Suckling.
Actæon - - - -	28	——— P. H. Ourry.
Fly - - - - -	14	——— Geo. Gayton.
Furnace Bomb - -	8	——— J. Chaplin.

deceived, and the praams were obliged, with much precipitation, to abandon their ill-judged attack. The damage sustained by the Ships under Captain Parker's command was very inconsiderable.

Our Officer continued to command the Buckingham till the year 1762, when that Ship, being extremely crazy and out of repair, was ordered to be dismantled, and her Captain was appointed to the Terrible, a new Ship of 74 guns, just launched. A treaty of peace having been ratified at the beginning of the year 1763, the Terrible was put out of commission, and Captain Parker was not engaged in any service of importance until the commencement of the American war.

In 1772, he received the honour of knighthood; and, in 1774, he was nominated to the command of the Barfleur, a second rate, of 90 guns.

Towards the end of the year 1775, Sir Peter Parker was appointed to a command on the American station, with the rank of Commodore. He accordingly hoisted his broad pendant on board of the Bristol, a Ship newly launched; and, on the 26th of December, he sailed from Portsmouth, with a Squadron of Ships of War, and a Fleet of Transports, having on board a large body of troops, under the command of Earl Cornwallis, destined for an attack on Charlestown, in South Carolina. Meeting, however, with extremely bad weather, and other impediments, on his passage, he did not arrive at Cape Fear till the beginning of May. He was here joined by General Clinton, and a reinforcement of troops; but, from some farther delay, the Squadron was prevented from proceeding to Charlestown till the beginning of the ensuing month. The Fleet having crossed the bar, it was found requisite, before they could advance higher up, to possess themselves of Sullivan's Island, which lay about six miles below the town, commanding the harbour. The Americans had long exerted their utmost ability and ingenuity to put this place in a formidable state of defence; they had expended considerable sums of money in the erection of

fortifications; and it was garrisoned by three hundred men. This Island, however, it was resolved to attack; and, on the 28th of June, in the morning, the General and Commodore having finally settled their plan, the Thunder Bomb took her station, covered by the Friendship armed Ship, and began to throw shells into the fort; at the same time the Bristol (the Commodore's Ship,) Experiment, and Soleby, brought up and opened a most furious cannonade. The Sphynx, Syren, and Actæon, owing to the unskilfulness of their pilots, in coming up to their stations ran upon some shoals and stuck fast: the two first were with much difficulty got off, but not until it was too late for them to be of any service. It being found impossible to save the Actæon, her Officers had her scuttled and burnt *.—The springs of the Bristol's cable being cut by the shot, she lay for some time exposed to a dreadful raking fire. Captain Morris, her Commander, was severely wounded in several places, notwithstanding which he refused to quit his station, till a shot took off his arm, when he was obliged to be carried off the deck, in a condition that gave but slight hopes of his recovery †.—The firmness with which the enemy stood to their

* The following Ships composed the Squadron then under the command of Commodore Sir Peter Parker:—

Ships.	*Guns.*	*Commanders.*
Bristol - - - - -	50	Commodore Sir Peter Parker. Captain J. Morris.
Experiment - - -	50	—— Scott.
Solebay - - - - -	28	—— John Symonds.
Actæon - - - -	28	—— Christopher Atkins.
Active - - - - -	28	—— William Williams.
Syren - - - - -	28	—— Furneaux
Sphynx - - - -	20	—— Anthony Hunt.
Ranger (A. S.) - -	22	—— Roger Willis.
Friendship (A. S.) -	12	—— Charles Hope.
Thunder Bomb - -	8	—— James Reid.
Carcass Do. - - -	8	—— T. Dring.

† It is said of this brave man, that, from a prodigious effusion of blood, his dissolution appeared inevitable, and one of the Officers asked him if he had any directions to give with respect to his family. To which he nobly answered:—"None; as I leave them to the providence of God, and the generosity of my Country."—The brave man died, and his Majesty was graciously pleased to settle a pension on his widow and children. The present Captain Morris, of the Navy, is one of his sons.

guns, added to their cool and deliberate fire, made great havock on board the Ships. The Bristol's quarter-deck was twice entirely cleared, excepting the Commodore, who displayed the most intrepid courage and resolution. Unfortunately the army under General Clinton all this time remained inactive, not having been able to cross that part of the river which the guides had represented as fordable. On the approach of night, Sir Peter Parker finding all hope of success at an end, called off his shattered Ships before the tide of ebb was too far spent, and retired out of reach of the enemy's shot.

The official particulars of this unsuccessful attack are given in the following words by the Commodore, who, throughout the whole of the undertaking, displayed the greatest personal intrepidity combined with the highest professional skill:—

It having been judged advisable to make an attempt upon this place by his Majesty's forces, the Fleet sailed from Cape Fear on the 1st of June, and on the 4th anchored off Charlestown bar. The 5th, sounded the bar, and laid down buoys preparatory to the intended entrance of the harbour. The 7th, all the Frigates and most of the Transports got over the bar into five-fathom hole. The 9th, General Clinton landed on Long Island with about four or five hundred men. The 10th, the Bristol got over the bar with some difficulty. The 15th, gave the Captains of the Squadron my arrangement for the attack of the batteries on Sullivan's Island, and the next day acquainted General Clinton that the Ships were ready. The General fixed on the 23d for our joint attack, but the wind proving unfavourable, prevented its taking effect. The 25th, the Experiment arrived, and next day came over the bar, when a new arrangement was made for the attack. The 28th, at half an hour after nine in the morning, informed General Clinton by signal, that I should go on the attack. At half an hour after ten I made the signal to weigh; and about a quarter after eleven, the Bristol, Experiment, Active, and Solebay, brought up against the fort. The Thunder Bomb, covered by the Friendship armed Vessel, brought the salient angle of the east bastion to bear N.W. by N.; and Colonel James (who has ever since our arrival been very anxious to give the best assistance) threw several shells, a little before and during the engagement, in a very good direction. The Sphynx, Actæon, and Syren, were to have been to

the westward, to prevent Fire-Ships or other Vessels from annoying the Ships engaged, to enfilade the works, and, if the rebels should be driven from them, to cut off their retreat, if possible. This last service was not performed, owing to the ignorance of the pilot, who run the three Frigates aground. The Sphynx and Syren got off in a few hours, but the Actæon remained fast till the next morning, when the Captain and Officers thought proper to scuttle and set her on fire. I ordered a Court Martial on the Captain, Officers, and Company, and they have been honourably acquitted. Captain Hope made his armed Ship as useful as he could on the occasion, and he merits every thing that can be said in his favour. During the time of our being abreast of the fort, which was near ten hours, a brisk fire was kept up by the Ships, with intervals; and we had the satisfaction, after being engaged two hours, to oblige the rebels to slacken their fire very much. We drove large parties several times out of the fort, which were replaced by others from the main. About half an hour after three, a considerable reinforcement from Mount Pleasant hung a man on a tree at the back of the fort, and we imagine that the same party ran away about an hour after, for the fort was then totally silenced, and evacuated for near an hour and a half; but the rebels finding that our army could not take possession, about six o'clock a considerable body of people re-entered the fort, and renewed the firing from two or three guns, the rest being, I suppose, dismounted. About nine o'clock, it being very dark, great part of our ammunition expended, the people fatigued, the tide of ebb almost done, no prospect from the eastward, and no possibility of our being of any further service, I ordered the Ships to withdraw to their former moorings. Their Lordships will see plainly by this account, that if the troops could have co-operated on this attack, his Majesty would have been in possession of Sullivan's Island. But I must beg leave here to be fully understood, lest it should be imagined I mean to throw the most distant reflection on our army. I should not discharge my conscience were I not to acknowledge, that such was my opinion of his Majesty's troops, from the General down to the private soldier, that after I had been engaged some hours, and perceived that the troops had not got a footing on the north end of Sullivan's Island, I was perfectly satisfied that the landing was impracticable, and that the attempt would have been the destruction of many brave men without the least probability of success; and this, I am certain, will appear to be the case, when General Clinton represents his situation.—The Bristol had 40 men killed, and 71 wounded; the Experiment, 23 killed, and 56 wounded; and both of them suffered much in their hulls, masts, and rigging; the Active had Lieutenant Pike killed, and six men

wounded; and the Solebay eight men wounded. Not one man who was quartered in the beginning of the action on the Bristol's quarter-deck escaped being killed or wounded. Captain Morris lost his right arm, and received other wounds, and is since dead; the Master is wounded in the right arm, but will recover the use of it. I received several contusions at different times; but as none of them are on any part where the least danger can be apprehended, they are not worth mentioning. Lieutenants Caulfield, Molloy, and Nugent, were the Lieutenants of the Bristol in the action; they behaved so remarkably well, that it is impossible to say to whom the preference is due; and so indeed I may say of all the Petty Officers, Ship's Company, and Volunteers. At the head of the latter I must place Lord William Campbell, who was so condescending as to accept of the direction of some guns on the lower gun-deck. His Lordship received a contusion on his left side, but I have the happiness to inform their Lordships that it has not proved of much consequence. Captain Scott of the Experiment lost his left arm, and is otherwise so much wounded that I fear he will not recover. I cannot conclude this letter without remarking, that when it was known that we had many men too weak to come to quarters, almost all the Seamen belonging to the Transports offered their service with a true British spirit, and a just sense of the cause we were engaged in. I accepted of upwards of fifty to supply the place of our sick. The Masters of many of the Transports attended with their Boats, but particular thanks are certainly due to Mr. Chambers, the Master of the Mercury.

After this failure, Sir Peter Parker repassed the bar, and sailed with his Squadron for New York; where, on his arrival, he put himself, as instructed, under the orders of Lord Viscount Howe, the Commander in Chief*.

It was on the 4th of July, 1776, that the Thirteen United Provinces of America declared themselves free and independent States.

The reduction of New York had been determined on; and, in order to facilitate that event, Commodore Hotham was detached with a Squadron to Gravesend Bay, Long Island, to cover a descent which was to be made with a body of 15,000 troops, under the command of the Generals Howe,

* Lord Howe arrived at Halifax, from England, on the 1st of July; and, finding that the Fleet had sailed, he immediately proceeded to New York, where he joined Lord Shuldham on the 14th.

Clinton, and Lord Cornwallis. The troops were embarked on board of seventy-five flat Boats, two Galleys, and eleven *Batteaux*. Early in the morning, on the 22d of August, the Boats, &c. began to row towards the shore, formed into nine divisions, under the command of the Captains Vandeput, Mason, Curtis, Caldwell, Phipps, Caulfield, Appleby, Duncan, and Lieutenant Reeve, of the Eagle, supported and covered by the Phœnix, Greyhound, and Rose, with the Thunder and Catcass Bombs. Before noon, on the same day, the whole were landed without opposition. On the 25th, some Ships of War were ordered, under the command of Sir Peter Parker*, to approach nearer to the town of New York; and another small Squadron, under Commodore Hotham, was sent to co-operate with the army, and to cover the general attack. At day break, on the 27th, the naval force made a diversion which perfectly succeeded, and, in the evening, the army encamped in front of the enemy's works. On the 28th, at night, they broke ground six hundred yards distant from a redoubt on their left; and on the 29th, at night, the Americans evacuated their intrenchments in profound silence, and quitted Governor's Island the following evening, leaving their cannon and a quantity of stores in all their works. At day-break on the 30th, their flight was discovered; the piquets of the line then took possession, and those most advanced reached the shore, opposite to New York, as the enemy's rear-guard was passing over, and fired some shot among them.

On the enemy's abandoning their lines at Brooklyn, the royal army moved on from Bedford, and took five positions in the neighbourhood of Newtown, Bushwick, Hill-gate, and Flushing. The two Islands of Montroser and Bucha-

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* The following was the Squadron here alluded to:—

Ships.	*Guns*	*Commanders.*
Asia - - -	64	Captain George Vandeput.
Renown - -	50	——— Francis Banks.
Preston - -	50	——— J. Uppleby.
Repulse - -	32	——— H. Davis.

nan were occupied, and batteries were raised against the enemy's works at Horen's Hook, commanding the passage at Hill-gate.—On the 15th of September, in the morning, three Ships of War passed up the North River, as far as Bloomingdale, to draw the attention of the rebels to that side; and the first division of troops embarked at the head of Newtown Creek, and landed about noon upon New York Island, three miles from the town, at a place called Keep's Bay, under the fire of two forty-four gun Ships (the Phœnix and Roebuck), Commodore Hotham having the direction of the Ships and Boats. The rebels had troops in their works round Keep's Bay; but their attention was engaged in expectation of the King's troops landing at Stuvesant's Cove, Horen's Hook, and at Harlem; and Keep's Bay became only a secondary object of their care. The fire of the Shipping was so well directed, and so incessant, that the Americans could not remain in their works, and the descent was effected without the least opposition.

The conduct of the Officers of the Navy, said General Howe in his official dispatches, did them much honour; and the behaviour of the Seamen belonging to the Ships of War and Transports, employed to row the Boats, was highly meritorious. Much praise in particular was due to the Masters and Men of six Transports that passed the town on the evening of the 14th under a heavy fire, being volunteers, to take troops on board for the more speedy disembarkation of the second division.—As soon as the second embarkation was landed, the Americans retired to the main body of their army upon Morris's height; and, by the evening, had evacuated the town of New York, which was taken possession of by a brigade of the King's troops. The enemy were also shortly after compelled to evacuate the Island. General Washington retreated into the Jerseys, whither he was pursued by the British troops, who, before the end of November, were in possession of almost the whole of those provinces.

In December, Sir Peter Parker and General Clinton were

sent with a Squadron of Ships of War, and a body of land forces, to reduce Rhode Island *. They sailed from New York on the 1st of the month, and arrived at Weaver's Bay, on the West side of the Island, on the evening of the 7th. On the 8th, at day-break, the Commodore having disposed the Fleet as he thought proper to cover the landing of the troops, they disembarked at Weaver's Bay without the least opposition, and the Island was taken possession of by the General, without the loss of a man. Sir Peter Parker, in the mean time, blocked up the enemy's principal naval force in the harbour of Providence.

During the remainder of the time that he staid in America, the Commodore continued in command at New York; but the reduction of Rhode Island was the last service of importance in which he was there engaged.

On the 20th of May, 1777, Sir Peter Parker was promoted to the rank of Rear-Admiral of the Blue Squadron; in the month of November following, he was appointed to command on the Jamaica station, as successor to Admiral Gayton; and, on the 29th of January, 1778, he was farther promoted to be Rear-Admiral of the White.

It was on the 3d of March, 1778, that Rear-Admiral Sir Peter Parker arrived at Port Royal, and took on him the command of his Majesty's Squadron, in the Bristol, of 50 guns †.

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* The following is a list of the Squadron, under the command of Sir Peter Parker, at the reduction of Rhode Island, in December 1776:—

Ships.	*Guns.*	*Commanders.*
Chatham - -	50	Commodore Sir Peter Parker. Captain J. Rayner.
Experiment - -	50	——— James Wallace.
Preston - -	50	——— J. Uppleby.
Brune - - -	32	——— James Ferguson.
Mercury - -	20	——— James Montague.
Kingsfisher -	14	——— Thomas Caulfield.

† It was in this year, 1778, on the 8th of July, that the Ostrich, of 14 guns, and 110 men, commanded by Captain Peter (now Admiral) Rainier, being on a cruize off Savannah Point, Jamaica, fell in with, and, after a bloody engagement of three hours, captured a French Privateer of 16 guns and 150 men, 30 of whom were killed, and a great number wounded. The Ostrich had 4 men killed and 28 wounded; among the latter were Captain Rainier and Lieutenant O'Brien.

In February, 1779, our Officer, who continued to command on the Jamaica station, was advanced to be Vice-Admiral of the Blue.—Having been informed, that the Bay Men on the Musquitto and Bay of Honduras shores were in great danger of an attack from the Spaniards, and that they had absolutely landed at St. George's Quay, which place they had plundered, treating the inhabitants with great cruelty; Sir Peter, in order to protect this settlement from farther insults, dispatched the Porcupine Sloop of War, Captain J. Pakenham, to co-operate with a small detachment of troops which were sent by the Governor of Jamaica, under the command of Captain Dalrymple. About the same time, the Honourable Captain J. Luttrell was detached, with a small Squadron *, for the purpose of intercepting some register Ships in the Bay of Dulce. They took shelter, however, under the strong fortress of St. Fernando de Omoa †, but were afterwards taken at the capture of that place. It fortunately happened that Captain Luttrell fell in with the Porcupine Sloop, and the detachment under Captain Dalrymple, returning; they having performed the service on which they had been sent, and entirely driven the Spaniards from that part of the coast.—It was now agreed between the naval and military Commanders, to unite their forces, and to proceed immediately to the attack of Fort Omoa. On the 15th of October, they arrived before the place, and landed the regular troops, Bay Men, and Marines of the Squadron, which together did not exceed 600 men. As any thing like a regular siege would have proved destructive to the enterprise, from the strength of the fort, and from the assailants not having any heavy artillery, it was determined to carry the place by a *coup de main*. Every requisite

	Ships.	*Guns.*	*Commanders.*
*	Charon - -	44	Hon. John Luttrell.
	Lowestoffe -	28	Charles Parker.
	Pomona - -	28	Charles Edmund Nugent.
	Racehorse - -	10	Lieut. Trott.

† The fortress of Omoa is situated on the South side of the Bay of Honduras, and on the Gulf of Dulce.

measure was promptly prepared for this bold attempt; and, on the night of the 16th, a general attack took place by signal on the sea and land side; the fort was stormed with very little resistance; the Governor and principal Officers presented their swords and keys to the Commandant, with a surrender of the fort, garrison, and Ships in the harbour. In the fort were found 250 quintals of quicksilver, and on board the Ships about three millions of piastres *.

In the course of the year 1779, a number of captures were made on the Jamaica station, among which were *la Prudente*, a French Frigate, of thirty-six guns; and the San Carlos, a Spanish Private Ship of War, mounting fifty guns, and carrying 397 Men, from Cadiz, bound to fort Omoa, laden with brass cannon, shot, 5000 stand of arms, and other military stores.

Complete, however, as was the capture of Omoa, we did not long retain possession of that fortress. "The 25th of November," says the Vice-Admiral in one of his dispatches to the Admiralty, "a considerable body of Spaniards invested St. Fernando de Omoa, and on the 28th, the garrison and the Crew of the Porcupine were so reduced by a pestilential disorder which raged amongst them, that it became necessary to evacuate the fort, after having spiked the guns and embarked the ammunition and stores."

It was in the spring of 1780, during the command of Sir Peter on the Jamaica station, that the memorable engagement between the Hon. Captain (now Admiral) Cornwallis, and the French Squadron under the command of M. le Motte Piquet, took place †.—On the 26th of September, in this year, Sir Peter Parker was made Vice-Admiral of the White.—

* For the official dispatches, and other important details, respecting the capture of Fort Omoa, we must refer our readers to the Biographical Memoir of Admiral Nugent, given in the *Tenth Volume* of the NAVAL CHRONICLE, page 441 *et seq.*

† *Vide* NAVAL CHRONICLE, Vol. VII, p. 13.

It was in this year also, on the 2d of October, that the Island of Jamaica was visited by a most furious hurricane, which extended its rage to almost all the other Islands; it was attended with frequent and violent shocks of earthquake; a sudden and extraordinary elevation of the sea broke in upon and overwhelmed

He continued his command at Jamaica, during the year 1781, his cruizers being uniformly successful*; but, in the

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the town of Savanna le Mer, and on its retreat swept every thing away, so as not to leave the smallest vestige of man, beast, or house, behind. The wretched inhabitants, who had fled in time and escaped the ravages of this most wonderful phenomenon, on their return beheld nothing but ruin and desolation. Every part of the Island felt the effects of this violent hurricane, though in a less degree. Much to the credit, however, of the merchants and planters, a very liberal subscription was raised for the unfortunate sufferers. The Squadron which had sailed from Port Royal, with the trade for Europe, under Rear-Admiral Rowley, shared in the dreadful calamity, as will appear from the following list:—

Ships.	*Guns.*	*Commanders.*	
Thunderer -	74	Hon. Commodore Walsingham. Captain Nicholls.	Lost, Crew perished.
Stirling Castle	64	—— R. Carket.	Lost, part of the Crew saved—
Phœnix -	44	—— Sir H. Parker.	On Cuba,
Deal Castle -	24	—— J. Hawkins.	On Porto Rico,
Endeavour Brig	14	Lieut. Woolridge.	On Jamaica.

Admiral Rowley with five of his Ships returned to Jamaica dismasted, and in a most shattered condition. The Berwick separated, and being dismasted, proceeded alone to England, where with difficulty she arrived almost a wreck. The Stirling Castle was totally lost on the Silver Keys, near Hispaniola, and only fifty of the Crew saved. The fate of the Thunderer was still more calamitous, having, it is supposed, foundered, every soul perishing. Several other Ships of War shared the same fate, and experienced the severest distress, from this dreadful conflict of the elements.

* On the 20th of April, the Resource, of 28 guns and 200 men, commanded by Captain B. Rowley, being on a cruize off Cape Blaise, fell in with and captured, after a smart action, the Unicorn, (formerly in his Majesty's service,) of 20 guns, 8 carronades, and 181 men. The Resource had 15 men killed and 30 wounded.

In August, Captain William Affleck, in the Southampton, of 32 guns, being off Cape François, fought la Surveillante French Frigate, of the same force, for a considerable time; at length they mutually desisted, and sheered off from each other. The Southampton had 6 men killed and 26 wounded.

The year 1781 was particularly disastrous to the Shipping in these Seas. On the 25th and 26th of February, the combined Squadrons of France and Spain, under the command of M. de Monteille and Don Solano, being on a cruize off Cape François, were overtaken by a violent storm, in which they suffered considerable damage, and were obliged to bear away for the Havannah. Two Spanish Ships foundered; two were for some time missing; and four were dismasted. The French had one Ship run ashore, one sunk, and two dismasted. The loss of lives was estimated at 2180.

On the 1st of August the Island of Jamaica was again visited by a dreadful hurricane, which destroyed several plantations, and damaged many others. About a hundred Merchant Vessels were driven ashore in Port Royal harbour, some of which were entirely lost, with part of their Crews. The Ulysses, of 44 guns, and Southampton, of 32, were entirely dismasted. The Pelican, of 24, Captain Cuthbert Collingwood, was lost off the Morant Keys; but the Crew, excepting four, were fortunately saved.

following year, he returned to England in his Majesty's Ship Sandwich, arriving at Spithead on the 29th of July. This was the memorable year of Rodney's splendid victory; and Sir Peter Parker had the honour of conveying to the British shores, the Compte de Grasse, and several other French Officers of rank, who were taken on the 12th of April.

Thus, after a long residence abroad, our respected Officer had the happiness of returning to Europe, with a splendid fortune, most honourably acquired from the enemies of his country. Such was the disposal of his cruizing Frigates, while on the Jamaica station, that nothing could escape them; and so great was his general success, that the merchants of Cuba and Hispaniola trembled at his name. His unremitting exertions brought such an influx of wealth into Jamaica as had never been known before, and endeared him to the inhabitants of that important Island by the most grateful and affectionate ties.

Sir Peter Parker's progress in the Navy had been regular, steady, and uniform; his private and professional character stood unimpeached; and, shortly after his arrival in England, as a reward for his numerous services, he had the honour of being raised to the dignity of a Baronet of Great Britain.

During the peace which subsisted from 1783 to 1793, Admiral Parker held no command; but, on the commencement of hostilities against France, in the latter year, he hoisted his Flag on board of the Royal William, of 84 guns, as Commander in Chief at Portsmouth.

At the general election, in 1784, Sir Peter was a candidate for the borough of Seaford, in Sussex, with the Hon.

On the 22d of the same month, (August,) the homeward-bound trade sailed under convoy of seven Sail of Ships of War; but were soon after separated in a heavy gale of wind: the Torbay, Prince William, and Janus, bore away for America; some of the Merchantmen foundered, and others put back to Port Royal. The Albion and Princess Royal reached England with the remainder in the month of November; the latter in a most leaky, shattered, and sickly condition. On her arrival at Spithead she had bread on board for only three days.

Mr. Neville, and was returned; but, owing we believe to some electioneering quibble, the return was declared void. He stood again for the same borough, in conjunction with Sir John Henderson, and was again returned; but this return also was declared void by the House of Commons; and their opponents, Sir Godfrey Webster, and the late Mr. Flood, were voted in on petition.

Early in the year 1787, Sir Peter was elected for the borough of Malden; but he retained his seat no longer than till the close of the Parliament. It was during that time, however, in 1788, that Lord Rawdon brought forward a motion in the House of Lords, in consequence of a then recent promotion of Flag Officers. The substance of the motion was, "That an humble Address be presented to his Majesty, praying that he would be graciously pleased to take into his royal consideration the services of such Captains of his Majesty's Navy as had been passed over in the last promotion of Admirals." It would be foreign from our purpose here to enter into the merits of the question; the progress and result of the debate are generally known, and must be fresh in the recollection of many of our readers; the motion was negatived without a division. This, however, did not prevent the subject from being agitated in the House of Commons. Accordingly, Mr. Bastard, after a preliminary motion, which he withdrew, moved, "That the House do resolve itself into a Committee of the whole House, to enquire into the conduct of the Board of Admiralty, touching the late promotion to the Flag."—In the course of the debate, Admiral Sir Peter Parker remarked, that he saw no reason for selection at present in a promotion to the Flag. Formerly, when we had only nine Admirals, a selection was indispensably necessary; but now, when the list of Admirals amounted to fifty-seven, surely a sufficient number, fit for any service, might be found at all times. He spoke of the peril and fatigue of a marine life; and observed, that if neither honours nor emoluments were given

to Officers who had behaved meritoriously and distinguished themselves in the most gallant manner, he feared that the thanks of the House would be considered only as an empty compliment. The motion was strongly contended for; but, on the question being put, the House divided, when there appeared, for it 134, against it 150.

On the 24th of September, in the preceding year, 1787, Sir Peter Parker was advanced to the rank of Admiral of the Blue Squadron; and, on the 11th of April, 1794, to the same rank in the White. He continued Commander in Chief at Portsmouth, until the year 1799; when, on the death of Admiral Lord Howe, he attained the summit of his honours, in becoming Admiral of the Fleet. He was succeeded in his command at Portsmouth by Admiral Milbanke.

Of Sir Peter Parker, in private life, we know but little, farther than that he is universally beloved and respected. In the month of January, 1785, he had a daughter married to a gentleman of the name of Ellis; and, in June, 1788, he had the misfortune to lose his brother, who died in Bryanstone Street, Portman Square.

The worthy Admiral, we understand, has long been a zealous and leading member of the Grand Lodge of Free Masons, where he occasionally presides, and is holden in great esteem by his brethren for the urbanity and benevolence of his character.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

ADMIRAL SIR JOHN COLPOYS.

IN addition to the Biographical Memoir of Sir John Colpoys, given in the Eleventh Volume of our Chronicle, we beg leave to present the following character of that distinguished Officer, as exhibited in HARRIS's *Naval Atalantis*, when only a Post Captain:—

CAPTAIN John Colpoys, from all his professional, as well as personal excellencies, stands justly high in the estimation of the world. The whole Navy pay tribute to his merits as an Officer, and are free to confess Captain Colpoys is one of the brightest stars that ever shone in the nautical hemisphere.

Ever since he arrived at the rank of a Captain, and even before, it has been his pride, nay, even his most sedulous care, to form the minds of the young Midshipmen who were fortunate enough to walk his quarter-deck, not only to the strict attention to their duty, but also to every moral virtue that could render them fit to adorn the walks of civil life.

Brave and active to a degree, well versed in nautical science, prudent, wise, and just, can it be wondered at, that Captain Colpoys was constantly employed, during the late war, in various climes and in almost every various service?

When Sir John Lockhart Ross's flag was on board the unfortunate Royal George, Captain Colpoys commanded that Ship, and gave infinite satisfaction during the period of that command, to every Officer and Seaman belonging to her.

To expatiate on his particular merits would be an endless task; it is sufficient to say, that he possesses every qualification necessary to form a distinguished naval character.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

A FEW months ago you were good enough to insert in your CHRONICLE a short account which I sent you of the late Captin Martin Neville.

A letter I have recently received from the West Indies, furnishes me with an opportunity of rendering you the following anecdote of him, which is at your service.

I am your humble Servant,

G. T.

WHEN the troops were preparing to land at Tobago, in the beginning of the war, a battery at the entrance into Courland Bay gave much annoyance.—Commodore Hood hailed the Port Mahon (that hour only arrived from England) to assist in the reduction of it. Captain Neville laid his little Sloop alongside the battery. The French were driven out with some loss the second broadside, and in a moment their Boats were on shore, and the Seamen cheering on the battery.

This conduct so pleased the Commodore, that, to evince his sense of it, he took Captain Neville's brother into the Centaur, on promotion.—But, alas!—he too; another—a seventh Neville,—has since fallen!

CAPTAIN CHARLETON.

CAPTAIN Charleton, who is now the Regulating Captain at Shields, never chose to deliver his opinion on religion, whenever that subject happened to be introduced in desultory conversation at mess; justly observing, that the only time to know a man's real sentiments was in the hour of danger. At the period to which we particularly allude, he was a Lieutenant. Shortly after a conversation of this nature, the Ship to which Mr. Charleton belonged happened to come into action, when he called the gentleman aside who had particularly pressed him for his opinion, saying:—"We have had many conversations together, Sir, concerning religion, when we had no danger to apprehend: whatever *your* sentiments may be *now*, *mine* are the same that they *always* were."

HELL GATES.

THE following anecdote is related of a black man, the Pilot of the Experiment, of 50 guns, who, during the American war, took her through Hell Gates, to the great surprise of Lord Howe, who thought the Ship had dropt from the clouds. At the instant of the greatest danger, Sir James Wallace, the Captain, gave some orders on the quarter-deck, which Blackey thinking infringed upon his privilege, calmly tapped Sir James upon the shoulder, and said, "Massa you no peak here." The Captain felt the force of Mungo's observation, who, to the surprise of Lord Howe, and those acquainted with the difficulty of navigating a Ship through Hell Gates, took her safe to Sandy Hook. The addition of the Experiment to his little Fleet, at such a crisis, was a vast reinforcement. Lord Howe rewarded the black man with a pension of 50l. for life. Had not the Experiment sailed through Hell Gates, she would have fallen into the hands of the enemy, and which afterwards she did in the course of the war.

LIFE PRESERVER.

THE following is an account, originating we conceive with the inventor of the machine, of an experiment which has recently been performed:—

"AN experiment was tried lately on the river, to ascertain the utility of an invention, which is intended not only to preserve the lives of those who wear it, but to enable them, from the buoyancy it affords them in the water, to afford relief to others who may be in danger of drowning, and that without hazard to themselves.

"Six persons who had previously had the machine girthed on, leaped out of their Boats, above Westminster bridge, and afforded a very curious sight to the spectators, the body being in a perpendicular position, the head and the upper part of the shoulders only appearing above the water. In this state, their arms, legs, and all their limbs being at perfect liberty, they went down with the tide through Blackfriar's bridge, surrounded by a great number of Boats: they went through the middle of the stream, until they passed Strand lane, where they came closer on the shore: they then came abreast of the Temple, where they again put off, which they did, with no further trouble than a trifling steerage with their hands.

"The machine is very simple in contrivance, being composed of eight divisions, each made of strong sheet copper, firmly soldered and japanned, much on the principle of the balls used to float on cisterns: these are connected by straps, and when the machine is put on, the lower girth fastens round the chest; from thence it is rolled up over the breast, but not higher than the arm pits; from the upper part straps go over the shoulders, and are secured to the girth round the chest. When on it has much the appearance in shape of a horse's collar the large end downwards. It is very safe, because if even two or three of the divisions should by any accident, but which is hardly possible, lose their wind and take water, there will still be buoy enough to keep up the body.

"A numerous concourse of spectators, on land and water, appeared very highly pleased with the experiment, which met with complete success."

It must be obvious to every person who will be at the trouble of referring to Vol. III, page 133, or Vol. VII, page 368, of the NAVAL CHRONICLE, that the plan of the "LIFE PRESERVER" here mentioned is borrowed from that of Commissary Bosquet, as fully described, and illustrated by a wood-cut, in those parts of our work above alluded to. We are not satisfied that the *copper* machine which has been exhibited is an improvement on the original invention. It is by no means impossible, or even improbable, that, in the event of striking against a rock, the whole apparatus might be rendered useless; and, instead of being the *preserver* of life, might become its inevitable destroyer. *More* than two, or three, or four, or five of the divisions *might* admit the water, in which case it would be no longer

buoyant, but would sink, dragging down the unfortunate victim who had relied on it for safety. Another circumstance, equally disastrous, would be that of the machine being crushed, and rendered flat, by a blow against a rock or other hard substance. The machine which Mr. Bosquet recommends is made of light materials, such as canvas and cork-shavings, and cannot be liable to either of the above objections; in addition to which, it comes extremely cheap, not costing above seven or eight shillings, and any Seaman could construct it; whereas, the copper one we should suppose could not be manufactured for less than three or four guineas, and would always be liable to be out of repair.

RUSSIAN VOYAGE OF DISCOVERY.

THE farther progress of this expedition is thus related in a letter from St. Petersburgh, dated August 17, 1804:—

We have at last received very favourable accounts respecting our navigators, for whom we were not without some apprehension. They are dated the 1st of February, from the island of St. Catharine, near Rio Janeiro. M. Von Krusenstern, the Commander in Chief of the expedition, writes, that they intend to proceed the next day to the Southward, to double Cape Horn, which will be done about the vernal equinox, being the most dangerous time of the year. The Ships sailed from Teneriffe on the 27th of October, where the Spanish Governor-General received them in the most friendly manner. The voyage to the Brazils was very tedious, owing to strong contrary winds, continual rains, and excessive heat. The beds and clothes of the Seamen were always wet through, and M. Von Krusenstern entertained strong apprehensions for the health of the Crews: but the measures of precaution taken by him were attended with the best success, so that there was not one sick man on board of both vessels. He caused a fire to be kept, for two or three hours a day, in the Sailors' ward-room, and gave them, instead of brandy, very good wine, and twice a day very weak punch with plenty of lemon and sugar. The stock of lemon and fruit they had taken with them from Teneriffe was so considerable, that it lasted them till they arrived at St. Catharine. The frequent rains furnished them water, which was carefully husbanded for drinking, at the same time it gave the men an opportunity of often washing their linen, for which purpose a great tent was spread on deck, where the Russian Sailors were perfectly at their ease, as they found there the convenience of the hot baths of their own country. On the 26th of November, after a four weeks' passage, the Ships passed the Line. The trade-winds carried them rapidly to the Southward. About the 20th degree of South latitude,

Commodore Krusenstern took great pains to discover the Island *Ascençio* (Ascension), the existence of which has been disputed for these 300 years, and which La Perouse had sought for in vain; and he is now convinced that this Island does not exist between $20\frac{1}{2}$ and 21° latitude (south), as far as 37° 10′ longitude west from Greenwich; consequently, if there really be such an island, it must be within 70 leagues of the coast of Brazil. On the 11th of December they made Cape Frio, the latitude of which, according to Commodore Von Krusenstern's observations, is laid down, in the *Connoissance des Tems*, at 2 degrees too little. On the 18th of December, near St. Catharine, they weathered a heavy storm. On the 19th, a Portuguese Boat came to them with Pilots, who offered to take the Ship through the passage between the Islands Alvaredo and Gal, which La Perouse describes as very dangerous. M. Von Krusenstern accepted the offer, on purpose to examine that Streight, which shortens the way considerably; he found it perfectly safe, so that they could sail close by both islands without any risk. On the 21st of December, in the evening, the two Vessels cast anchor between St. Catharine's island and the Continent. Here they were distressed to find, that the masts of the second Vessel, the Neva, were good for nothing. This circumstance obliged our navigators to stay full six weeks at St. Catharine's, and thus to lose the best season for doubling Cape Horn. They intended to set sail in the beginning of February, and to arrive at Kamtschatka in March, 1805.

FRENCH MARINE.

IN a memoir on the state of the French marine, at the beginning of the fourteenth century, M. Legrand described the naval battle of 1304, between the French and the Flemings, a very particular account of which he found in a history, in verse, entitled, *Les Branches aux Royaux Lignages*, written in 1306, by William Guiart. This small work, consisting of fifteen or sixteen verses, one of the oldest now extant in the history of the French Navy, gives a very accurate description of the naval tactics and manœuvres of that period. M. Legrand has employed it to make known the different kinds of Vessels of which Squadrons were then composed, and the manner of fitting them out either for attack or defence. From this memoir it results, that, until Francis I, the Kings of France had no regular Navy; and that, in their naval wars, they were accustomed to purchase or hire Privateers, ready equipped and manned, or Merchant Ships, which they manned themselves, and furnished with warlike machines. This memoir is an extract of a History of the Arts and Sciences in France, on which M. Legrand has been employed for several years.

BRITISH COURAGE.

COMMODORE Wilson.—The gallant action of Captain Dance in beating off a Ship of the Line with Indiamen *only*, stands unrivalled in the annals even of his own country, if we except the truly gallant exploit of Commodore Wilson, on the 9th of March, 1757. He, like Captain Dance, not only offered his enemy battle, "if he chose to come down;" but when he did come, attacked him with the same intrepidity; engaged him with the same singular fortune; nor quitted him until that enemy (in a Line of Battle Ship, together with a Frigate of 26 guns) flew from the Commander of three or four heavy laden English East-Indiamen. Captain Dance fought and put to flight the French Admiral. Captain Wilson * fought and pursued the opponent of the English Admiral, on the 3d of August, 1758 †.

Both Commanders received the thanks of the Honourable Court of Directors of the East India Company, and similar acknowledgments for each brilliant service.

A special commission being soon afterwards conferred on the Hero of the 9th of March, constituting him "Commodore and Commander of all Ships and Vessels of the English East-India Company," he was appointed to the *Pitt*, East-India Ship of War, of 50 guns ‡. On his arrival in the East Indies, he again manifested his gallant spirit: he volunteered his Ship and his services to Admiral Pococke. In the Bay of Bengal, he chased and brought to action a French Ship of the Line, of 70 guns.—At Batavia he vindicated the rights of his country against the Dutch; and after having conferred British names on distant lands ‖, he achieved that which no Commander in the India service had ever dared to attempt before him, and availed British commerce of the advantages it has since derived from the eastern passage to China, through Pitt's Straits. He returned and resigned a commission, the duties of which he had discharged with so much private honour and public advantage.

Commodore Wilson died at Ayton, in Cleveland, Yorkshire, on the 17th of June, 1795, where he was beloved and respected by all who knew him.

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* See Beatson's History of the War, and others.

† On the 3d of August, *le Compte de Provence*, of 74 guns, was opposed to the *Yarmouth*, Admiral Pococke's Flag-Ship.

‡ The *Pitt* was fitted out as a Ship of War, for the better protection of the Trade.

‖ Mr. Wilson named Pitt's Straits after the Ship, and gave the name of King George's and the Prince of Wales's Islands, to the two islands which form the Straits.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

YOU were pleased, in my second reply to the criticism on a slight treatise which I published in July 1800, entitled, "Cursory Observations on the several Modes now in Use of manufacturing Cables, Hawsers, and other Cordage for nautical Uses," to class me in the respectable rank of your Correspondents: I owe this honour to chance, and again take up my pen on the subject, which I hope will not be useless.

In that Letter or Reply, I explained and declared the motive which had induced me to deviate from the accustomary system of blending the component parts of cables and other cordage. I will beg leave to quote the passage; it was, "because a system had been introduced in the British Navy, which appeared to possess properties much more dangerous to the Mariner than the inequality of bearings in the old system; the defect complained of, and to be remedied by this innovation: many practical instances within my knowledge, might be adduced in proof of whether I am right or wrong; one of which appears incontrovertible, and was addressed to me from the first naval authority in this kingdom; but I cannot think myself at liberty to quote from, or make public, that communication and its consequent correspondence, which originated in mistake, unless by his Lordship's express command or permission." I flattered myself that this passage might have caught the eye of the naval authority alluded to, (Earl St. Vincent,) and that I should have been called on to produce that practical proof, which could have thrown so much light on the subject; a subject in which is involved the interest, or perhaps I may with some propriety say, the safety of the Navy.

In the month of June, 1798, the Woolwich machine for convolving the strands of cables, and other cordage, was completed, and the first cable closed: the innovation pleased, and was hastily adopted: cables of this manufacture were put on board his Majesty's Ships, and cried up as a great acquisition; not only on account of their superior tension, but in this operation there was to be a very considerable saving in the raw material also, (hemp,) one fifth, or one sixth part at least; because the interior did not require to be so long as the exterior; and moreover, a cable thus made was deemed to be equal to any other of a much larger circumference or girt made in the common way.—Let us now see what has been the result:—In the month of October, 1800, after twenty-eight months' trial, I was honoured with the following letter from Benjamin Tucker, Esq. Secretary to Earl St. Vincent, then Commander in Chief of the Channel Fleet; enclosing another letter addressed to me, by his Lordship's order.—But here, Sir, let us pause before I introduce them.—It will be seen on their perusal, and the consequent correspondence, that these letters were addressed to me under the impression, that your humble servant was the patentee of the convolving system. Under such circumstances I did not think myself at liberty to promulgate their contents. Respect for his Lordship, and a strong desire not to intermeddle with that, in which I might probably be incorrect; a deference due to the Honourable Commissioners of his Majesty's Navy, who I believed to be well informed, and more enlightened than myself; a certain reluctance to throw any obstacles in the way of any improvement that might be hereafter made; and moreover, being a patentee myself; any efforts to expose error in the system of another patentee, might have borne an invidious construction: so many concurring causes, and above all, a strong and predominant inclination to avoid giving offence, has kept me hitherto in check, and commanded silence; but since that system is still patronized, and used in the British Navy, not partially for trial, but generally, and in full confidence of its excellence; and since

I not only believe to the contrary, but have knowledge from proofs; and have also had the opportunity of consulting the most respectable artists on the subject, who have corroborated and confirmed me in this opinion; I must declare, that under the impulse of these strong impressive causes, I think a longer silence would be criminal; it is therefore a duty paramount to every other consideration, that calls on me to come forward; because I believe the British Navy endangered, and that the system, as now pursued, is not much amended since I received the letter, by order of Earl St. Vincent, relative to his Majesty's Ship Triumph's cables. Let this Letter speak for itself, and its consequent correspondence explain.

Ville de Paris, in Torbay,
26th October, 1800.

SIR,

I am directed by Earl St. Vincent, to send you enclosed, the copy of a letter which his Lordship has received from Captain Harvey, of his Majesty's Ship Triumph, and to inform you that a copy will also be forwarded by this post to the Navy Board.

I am, Sir,
Your most obedient humble Servant,

James Mitchell, Esq. B. TUCKER.

Triumph, off the Black Rocks,
October 22d, 1800.

MY LORD,

In compliance with your Lordship's order of the 4th instant, I have paid particular attention to the patent cables of his Majesty's Ship Triumph, and I find regularly the yarns nearest the heart are broken soon after the cable becomes a working one: at first I was inclined to attribute this defect to the soft lay of the cable, and consequent lodgment of water in the heart, having sent two on shore to Portsmouth Dock Yard with this defect, which were condemned, although they had done but little service, and no where used in foul ground.—Since the commencement of this month, we have chiefly worked our best bower cable, quite a new one, which now shews the ends of yarns, broken in the way described above, besides exterior rubs in consequence of the hard sand in the Troise.

Yesterday weighing the best bower anchor, foul, we found one strand of the cable injured by the anchor stock; we cut off the clinch,

and observing the cable about five or six feet below this injury, to shew signs of the interior defect, I had it opened, and found one strand, a ninth part of the cable, had one hundred and fifteen yarns broke, in the whole lay of that part, two hundred and ninety-seven yarns quite gone, and many others injured, the pulp of which I took off with my hand, so dry, that it could not be from decay occasioned by water, but probably may be from the yarns being shorter and harder in the inside than on the exterior part of the cable, which, if proved to be the case, will shew a defect in the machine I fear it will not be easy to find a remedy for. Unfortunately we have none but patent cables on board.

I have the honour to be,
My Lord,
Your Lordship's most obedient humble Servant,
ELIAB HARVEY.

To Earl St. Vincent,
Commander in Chief, &c. &c.

N.B. The best bower was received a new cable in December, 1799, from Plymouth Yard. The two cables condemned at Portsmouth were received September 22d, 1799, from Plymouth.

SIR, *Limehouse, Nov. 4th,* 1800.

I presume that Earl St. Vincent has seen the publication entitled "Cursory Observations on the several Modes now in Use of manufacturing Cables, Hawsers, &c." I take it for granted that this publication has been the reason that I have been honoured with your favour of the 26th ult., with a copy of the report of his Majesty's Ship Triumph's cables, by order of his Lordship. Have the goodness to present the enclosed, and assure him nothing short of the great importance of the subject could have prevailed on me to take so great a liberty.

I am, with great respect,
Your most obedient humble Servant,
JAMES MITCHELL.

B. Tucker, Esq.
H. M. S. Ville de Paris, Torbay.

MY LORD, *Limehouse, Nov. the 4th,* 1800.

Nothing but the importance of the subject could induce me to take the liberty of writing to your Lordship.—However promising in theory or partial trials any mechanic improvement may appear, nothing short of *practical* proof can establish their excellence. The system I have adopted in the manufacture of cordage by subdivisions, is generally admitted by those who have attended to it, to be preferable to the old system, (not the desideratum of the art,) but practical proof

can alone determine its merits; which should be effected by a cautious and limited trial, in that mode that would leave no doubt whatever of any latent defect. I humbly submit to your Lordship's opinion, the way which appears to be most eligible to act, on certain ground.

If as many Ships as may be deemed expedient for experimental proof, were to take on board one working cable each, and the wear and other properties required were to be strictly attended to, and impartially reported, it would facilitate the *certain* knowledge of their excellence or defects: Seamen, in the act of using cables, must certainly be the best judges of their properties.

I intreat your pardon, my Lord, for taking this liberty: the subject is of great moment, and must plead my excuse.

I am with the greatest respect,

Your Lordship's most obedient humble Servant,

JAMES MITCHELL.

The Right Hon. Earl St. Vincent,
Commander in Chief of the
Channel Fleet, Torbay.

Tor Abbey, near Newton Abbot,
6th Nov. 1800.

SIR,

I have received your letter of the fourth, and delivered the one enclosed to Lord St. Vincent, who directs me to say in reply, that you appear to have misunderstood his meaning in sending you Captain Harvey's letter, which was to shew you, that unless some step was taken, to have justice done in the manufacture of the cables in the Dock Yards, the patent would be ruined.

I am, Sir,

Your most obedient humble Servant,

BENJ. TUCKER.

James Mitchell, Esq.

Limehouse, Nov. 10, 1800.

SIR,

I am favoured with yours of the 6th inst., and now understand on what ground Captain Harvey's letter was sent to me. Please to inform his Lordship that I am not the patentee of that system which has been adopted in his Majesty's Yards. The system for which his Majesty has granted me his Letters Patent, is on a very different principle. I have published a pamphlet, with explanatory plates, under the title of "Cursory Observations on the several Modes now in Use of manufacturing Cables, Hawsers, and other Cordage for nautical Uses." Sir Charles Mitchell, brother of Admiral Sir Andrew Mitchell, requested me to let him have one for Sir Thomas Trowbridge; I took it for granted that his Lordship must have seen it, and attributed to this circumstance the reason that a copy of Captain Harvey's letter

was sent to me. I will take the earliest opportunity to send you, for his Lordship's information, some of these pamphlets; a very slight perusal will shew him, that the system adopted in his Majesty's Yards is practised in error: this I always thought, and experience has proved it so.

I trust that his Lordship will pardon this effort of explanation, as the subject is of a public nature.

I am, with the greatest respect,
Your most obedient humble Servant,
JAMES MITCHELL.

Benjamin Tucker, Esq.
Secretary to the Right Hon. Earl St. Vincent,
Tor Abbey, near Newton Abbot.

MY LORD, *Limehouse, Nov. 24th,* 1800.

By a letter of the 6th inst. from Mr. Tucker, by order of your Lordship, it appeared that we had misunderstood each other, on the subject of his Majesty's Ship Triumph's cables. I wrote on the 10th to explain, and requested the favour of Mr. Tucker to inform your Lordship, that I was not the patentee of that system, but of another on a very different principle, and accompanied this letter with three pamphlets, containing explanatory engravings each. As they do not appear to have reached your Lordship, I conceive myself still to be under an unfavourable impression. On this ground I once more take the liberty to write, and accompany this with one of the pamphlets, which I hope will be more fortunate than the others; a very slight perusal will exhibit the difference between the several systems now in use. I have committed myself to the press for the express purpose of public investigation, that the scientific man, or the artist, might controvert the principle I act on if they find it in error.

The security of the British Navies, militant and mercantile, so often depends on their ground-tackle, that I trust your Lordship will pardon me in laying before you at one view, by this pamphlet, the striking difference between the systems or modes now in practice in this important manufacture; and also to clear myself of being thought the author of a system I disclaim.

I have the honour to be, with the highest respect,
Your Lordship's most obedient humble Servant,
JAMES MITCHELL.

The Right Hon. Earl St. Vincent,
Commander in Chief, &c. &c.

Ville de Paris, in Torbay,
SIR, *28th November, 1800.*

I have to acknowledge the receipt of your letter of the 24th inst. accompanying a pamphlet explaining the system proposed by you for making cables. In reply to which, I beg leave to observe, that I have hitherto been in error respecting the mode adopted in his Majesty's Yards, which I thought had been as described in your patent, the merits of which, compared with the present manufacture, I am no judge of; and my only motive for directing Mr. Tucker to make the communication he did to you, was, that justice might be done (in the manufacture) to the suggestions of an ingenious man.

I am, Sir,
Your most obedient Servant,
ST. VINCENT.

James Mitchell, Esq.
&c. &c. &c.

Having introduced these letters, permit me to comment on them.—With respect to Captain Harvey's, nothing can be more clear, explicit, and convincing; he defines the properties of these convolution strands, as they were at that time, as they are now, and as they ever must be, until Nature shall become sportive, change her laws, and cease to be immutable. He says: "I find regularly the yarns nearest the heart are broken soon after the cable becomes a working one." Let me ask any professional artist, or any one who will give himself the trouble to investigate the cause, how it can possibly be otherwise?—I do not ask those who have hastily patronized and adopted this system, nor yet those who have so much interest in it, as to obtain eight pounds (I speak from credible information,) per ton more than is given for that which has been hitherto in usage: I bar all appeal to such attachments as cling to interest or prejudice, and appeal only to impartiality and the evidence of known facts. I found, upon analysing the strands of a sixteen inch cable, made on the convolving principle, that the centre or straight yarn of one of them was one hundred and sixty fathoms in length, and the external or outer coat of spirals, were one hundred and ninety-six fathoms each, when the

curves of the spiral yarns were drawn out into straight lines; making a difference of thirty-six fathoms between the centre yarn and the outermost coat of yarns : the intermediate coats of spiral yarns from the centre one to the external, were in reciprocal proportions of gradual increase.

A————————————B	Centre straight yarn 160 fathoms		
a————————————a	first spiral coat, drawn into a line		
b————————————b	second	do.	do.
c————————————c	third	do.	do.
d————————————d	fourth	do.	do.
e————————————e	fifth	do.	do.
C————————————D	External coat 196 fthms.		

The line AB represents the straight or centre yarn; aa, bb, cc, dd, and ee, the lengths of the intermediate surrounding coats of spirals between the external coat and centre yarn, CD the length of the external coat: all of them with the spiral curves taken out and placed in straight lines. It will follow then, that when in a convolved state, the yarn AB was in a straight, the first coat of yarns, aa, in long spirals; the second coat of yarns, bb, in somewhat more contracted spirals; the third, cc, still more contracted than the second; the fourth, dd, more contracted than the third, &c. &c., becoming progressively more and more contracted onward to the exterior coat CD, which was the most contracted of them all: these yarns, when in their combined state, had tension, and would suspend very considerable weights whilst in close adhesion; but let us change the position, and place the cable or rope in an inflected direction, either round the capstern, windlass, bits, or timber-head: it follows then that the yarn AB will circumscribe the inflected part in a line; the first coat of yarns, aa, will circumscribe the inflected part in lengthened spirals; the second coat of yarns, bb, will circumscribe in somewhat more contracted spirals; the third coat of yarns, cc, will circumscribe in still more contracted spirals than the second; the fourth more than the third, and so on progressively to the last or outermost coat, (which number of coats will be more or less according to the size of

the rope,) and that will be the most contracted of them all. Now, I contend, that in any of these inflected directions the interior of the rope or strand will be more acted on than the exterior; consequently they must be as defined by Captain Harvey, when he says, "that it could not be from decay occasioned by water, but probably may be from the yarns being shorter and harder in the inside than on the exterior part of the cable." It appears that Captain Harvey has tried these cables in their *soft lay*, as well as in their *hard lay*, and that he has paid them particular attention. He says: "I find regularly the yarns nearest the heart are broken soon after the cable becomes a working one: at first I was inclined to attribute this defect to the soft lay of the cable, and consequently to lodgment of water in the heart, having sent two on shore to Portsmouth Dock-yard with this defect, which were condemned, although they had done but little service, and no where used in foul ground." Here we have two instances of defect, which I attribute solely to the system, and not to the machine; a neutral tool subservient to its manager.—The Triumph's cables, whilst fresh, new, and in close adhesion, would have rode out the severest gale, provided it came on whilst she had a sufficient scope of cable out, and remained without the necessity of veering away; but alas! the moment she should have had occasion for a heavy drag round the bits——I should tremble for the consequence.

I cannot well avoid some comment on those letters which were the result of Earl St. Vincent's communication: they commenced in error, respecting his Lordship's report to me; they are of little consequence: I shall only observe, that in the first letter addressed to his Lordship, it is said, "the system that I have adopted in the manufacture of cordage by subdivisions, is generally admitted by those who have attended to it, to be preferable to the old system; but not the *desideratum* of the art;"—and I do not hesitate to say, that I think

it no presumption to declare, that I am of the same opinion still. This slight comment is drawn from me in consequence of a *critique*, that I am convinced would never have made its appearance in the NAVAL CHRONICLE, if the Editor had not been misled. With respect to his Lordship's letter, which cleared up finally the mistake, and closed the correspondence, I will be very short. His Lordship is pleased to say, that his " only motive for directing Mr. Tucker to make the communication he did, was, that justice might be done (in the manufacture) to the suggestions of an ingenious man." I quote this passage, to point out what I suppose his Lordship must have alluded to, a note or observation of mine (in the publication) upon what I then thought might amend the convolution system, by giving their strands more lengthened spirals* than at that time they appeared to give them; for which observation an apology was made to the patentees and conductors; saying, that the *motive* was, " to *suggest* what appears to me to be an improvement, and if in error, I intreat their pardon." I did not then, nor do now, come forward upon illiberal ground to depreciate: for if what I have asserted and endeavoured to prove, is erroneous, I do assure them they may place it to the account of that faculty of the mind which Heaven has endowed me with, to discriminate between right and wrong; and if it leads me astray, they may easily controvert, by producing proof to the contrary †. Could I believe this account of Captain Harvey's, of the failure and defects of the Triumph's cables, to be the only solitary instance that ever gave cause of complaint, I would not request the Editor of the NAVAL

* Lengthened spirals from the machine would have given the strands the property of a more gradual adhesion, and have lessened the distance between the centre yarn and its surrounding coats.

† This is no abstruse hypothesis, nothing metaphysical: we need not say on this occasion,

" Who shall decide, when doctors disagree,
And soundest casuists doubt like you and me ?"

CHRONICLE to give it insertion. I do not call on you, Sir, to become the vehicle of party, to elevate or depress one system at the expense of the other: I lay before you plain facts from indubitable authority, in which the community at large is much interested; and aim at nothing more than to have this important subject investigated in the most public manner, under the inspection of independent and unprejudiced men, by bringing to trial the inflecting property of that system which is now adopted in his Majesty's yards. I need not observe to nautical men, that they cannot have much confidence in their cables, if they are defective in that essential quality. Should this matter ever come under the cognizance of the Naval Commissioners of Inquiry, I have no doubt but under their investigation, such proof would be obtained as to clear up every doubt: and here I take the liberty to recommend the mode of trial. If for tension, let it be by the suspension of weights in a vertical direction, and not horizontal: an instance occurred where trial of tension was made vertically, between two shroud-laid ropes, of either six or seven inches girt, put together, the one on the convolution plan, the other in the usual way; the latter suspended a greater weight than the former: they were afterwards tried at a rigging-house, in a horizontal direction; when *vice versa*, the convolution rope broke the other: this may be readily accounted for; but, to avoid perplexity, must forbear to explain: professional men understand, and know that it can be done. With respect to trial of inflexion, and to know which cable or rope excels, I know of no other way than to elevate and lower some ponderous substance for a number of times; the elevation to be by a capstern, as in the sketch A, or by a windlass, or any thing cylindrical; the lowering to be from the inflected turn, as when bitted like a cable, as in sketch B. After as many repetitions as may be deemed sufficient for proof, open the parts and see how the interior yarns have stood. The like trial may be obtained for shroud-laid cordage, by the elevating and lowering a heavy

piece of ordnance, with a suitable *fall*; or, by *cating* and lowering a weighty anchor; the lowering to be from a timber-head, or a pair of topsail-sheet bits. After trial as before mentioned, open the strained parts and see how they have stood. Such an ordeal as this, under public and impartial inspection, would, like the touch of Ithuriel's spear, manifest the truth, and have a tendency to give more security to our Shipping of all descriptions.

The convolving plan has been in use in the Navy for a considerable length of time; if the Honourable Commissioners of that department would indulge the public with all their reports, it would throw much light on the subject, and explain on what ground they have pursued their system since they received an account of the failure of his Majesty's Ship Triumph's cables.

It is my sincere wish that this important subject should be investigated in the most public manner under the inspection of disinterested, independent, and unprejudiced men. If, Sir, through the medium, or by means of your useful publication, this could be brought about; the event, with respect to individuals, would be of little moment, provided we attain but the means to determine, *that* which shall be most advantageous for the better security of our Ships of War and Ships of Commerce.

Should this be productive of so much good, you will not regret the trouble I now give you, nor shall I regret that chance has been the means of making me one of your Correspondents.

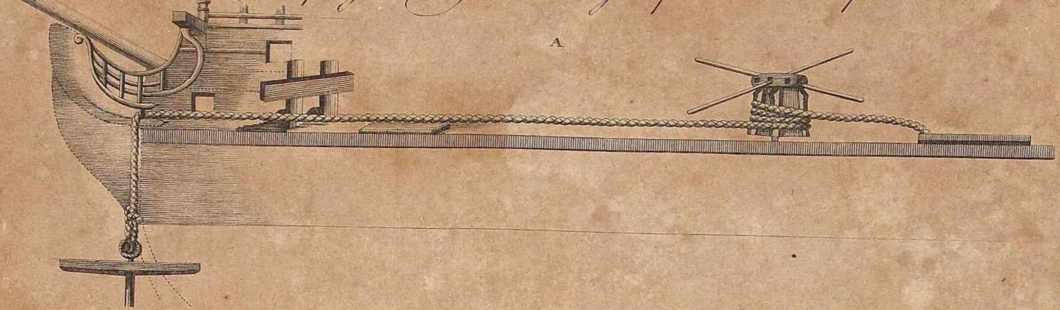
I am, Sir,

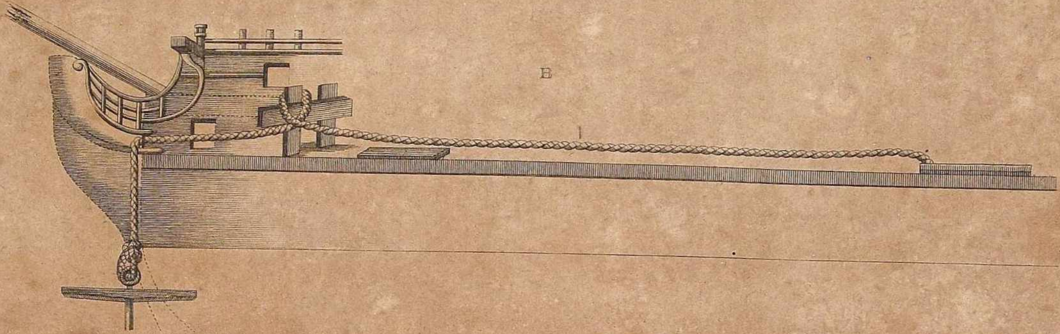
Your most humble Servant,

JAMES MITCHELL.

Limehouse,
August 16*th*, 1804.

Methods of Ascertaining the Strength of Cables or Ropes.





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MARINE SCENERY.

IRA MARIS, VASTIQUE PLACENT DISCRIMINA PONTI.
Val. Flac.

DIAMOND ROCK*, MARTINIQUE.

WE have been favoured with the following extract of a letter, received in the spring of the present year; the perusal of which, we doubt not, will prove highly interesting to many of our readers:—

Diamond Rock, February 17, 1804.

AT present, my dear friend, take all your romantic ideas about Highgate, Hampstead, and the lower regions of Norwood forest, or even your own Chalfont, and burn them, to make room for a set of new ones, as wild as those of Crusoe, and more true. There is, in this hemisphere, an island called Martinique, belonging to the French, as you well know; and there is near it, in the middle of the sea, a huge rock called the Diamond—from its shape I suppose, which very likely you *do not* know. This rock has stood (since the creation, no doubt) without man, bold as he is, ever daring to venture near its destructive form. The surge has beaten against its spiky splinters for these thousand years in vain anger, and the hollow caves still remurmur to the howling winds. You see it for miles poking out of the sea, and horror gradually rises as the vessel draws near, as, in the mighty womb of things, the catastrophe of fate. On this rock I am sitting, superior to that power, and calmly opening the doors of my heart for you to have a peep at those feelings which have ever been its inhabitants, and there, sitting in council, have directed my head; you know how often to wrong and unprofitable purposes, as the world has thought. This mighty rock has been gazed at by all nations, but trodden by none; sea crabs alone have ventured up into its holes, and birds of prey have alone ascended to its rugged summits. Behold the genius of the deep, the genius of *British Enterprise!* It is not a month since all this *was*, and now the voice of song and labour resounds through every part of it; wigwams and thatchings, cots and

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* For an engraved representation of this remarkable spot, from a drawing by Pocock, we must refer our readers to the *Ninth Volume* of the NAVAL CHRONICLE, page 201.

hammocks, appear in every hole; the pot and the kettle's smoke ascends, and the light glimmers in the cavities where sea-birds and bats formerly built their nests. Where was the boasted ingenuity of French engineering? It was too tremendous for their skill. Now they stand on the shore with their spy-glasses, and wonder, as the wise-acres did when Columbus gave the egg the mighty thump. Yet think not, my dear friend, that I have conjured up the genius of fancy. More than I can say, and more than you can believe, have been accomplished by the fertile enterprise of Commodore Hood, and the indefatigable exertions of the Centaur alone. Believe me, I shall never more take my hat off for any thing less than a British Seaman. It is easy to subscribe a million of money at Lloyd's, by putting your hand into your pocket; but it requires the hearts of lions, and the fortitude of untameable spirits, to attack the bold front of defiance-bidding Nature, and bend her to your purpose. Were you to see how, along a dire, and, I had almost said, a perpendicular acclivity, the Sailors are hanging in clusters, hauling up a four-and-twenty-pounder by hawsers, you would wonder! they appear like mice, hauling a little sausage; scarcely can we hear the Governor on the top, directing them with his trumpet, the Centaur lying close under it, like a cocoa-shell, to which the hawsers are fixed. From that Ship, which you must know is a seventy-four, issued forth Carpenters, Smiths, Turners, Miners, machines, engines, and Directors, and also your friend, their humble historian, who thus attempts to describe their gigantic exploits, though his pencil is unable to keep pace with their labours. I have a thousand things to tell you about myself, but nothing can I think of relating, while a microscope would hardly discover so diminutive a being, stuck in some crevice of this tremendous piece of grotto work, which is itself scarcely a carbuncle on the nose of the West Indies. Here I have lived for a month, drawing from morning till night, free as the goat that browses on the rock, and happy as the broodings of fancy, and the goodness of every body around me, can make a mortal, in the elysium of ideas, and the luxury of high feelings.—But I will now endeavour at something more like method, lest you should conceive that the heat, which is excessive, has disordered my brain more than it usually is. The height of the Diamond is six hundred feet, measured by a quadrant on board of the Ulysses; its circumference is not quite a mile, Martinique being close by within three quarters of a mile. The South side of the rock is inaccessible, it being a flat steep, like a wall, sloping a little towards the top, and the grass climbing up. The East side is also inaccessible, with an over-hanging cave about three hundred yards high; on the South-West side also are caves of great magnitude, but perfectly im-

pregnable from that side. The West side has breakers running into the Sea, where the people first land; here a guard is placed, and a lodgment made for stores; the landing is sometimes very dangerous, and at best you must creep on your hands and feet, through crannies, till you wind to the North-West side, every moment endangering your neck, should you slip. At last you reach the North-West, and here a slope of green fig trees, a beautiful grove, first relieves the eye: this grove mounts up, under an immense grotto which over-hangs it, and here is now the tent of the Governor, Captain M———, whom I beg to introduce to you bye-and-bye on paper. Close by stands the tent which I inhabit; our family consists of a Newfoundland dog, a cat and kitten, and such wild sparrows and rabbits as chuse to visit us.

But how came I here, I think you ask. Then you must know, that returning from Guadaloupe, where I had the honour of dining with General ———, and afterwards from Martinique, where I was three days in the house of the French Officer Villaret Joyeuse, went to a ball, &c. Commodore Hood, Commander in Chief on this station, granted me leave to live on the rock, to make drawings, &c.

In front of the slope, and projecting into the sea, is the Queen's battery, with a four-and-twenty pounder commanding the entrance and nearly the whole of the bay, across which nothing can pass. The twenty-four-pounder, moving on a central point carriage, completely covers the men who work it. On her Majesty's birth-day, the British Flag was hoisted, and a royal salute was fired; morning and evening guns have ever since been regularly fired, and the garrison mounts guard. From the Queen's battery a covered way is made to another battery, called the Centaur, fronting the N.E. and commanding the other side into the Sea. The latter is peculiarly well constructed, mounting also a twenty-four pounder. Here all communication ends, and both batteries are amidst breakers which defy approach. This may be termed the base of the rock, a ridge of which, running down between the two batteries, has been worn away by time. Here a rope-ladder is fixed, by which the garrison pass to the middle of the rock, where, midway, is Hood's battery, mounting a twenty-four pounder; thence the ascent to the top winds through shrubs and crags; and on the summit, which commands an immense distance, are two long eighteen-pounders and the Union Jack.

Now, my dear friend, we have been climbing at a great rate; let us descend and take a tumbler of madeira, of which the Commodore has sent me a supply, and behold the scene before us.—Here, when the rain pours along the waters, so that you may see it descend in sheets, I am sheltered from wind and weather. The tents below are soon

wet through, and I have breakfasted and dined there with my feet covered with water, though half an hour before it was so hot and dry that the very chests on which we sat have cracked. Now I occupy a tent on this hill; but when I am out on the steeps to draw, and a shower comes, I run to the first cavern, most of which are inhabited and hung round with hammocks, where associating Sailors are boiling the wild spinach, which grows abundantly and is very delicious. A branch of a tree serves them to stir the kettle; a piece of wood, split at one end, and a stone thrust into the slit, makes a fork. On these occasions I wear no stockings; but I have been obliged to get a pair of Sailor's shoes from the Purser, for the rock is sharp and cuts like flint, wearing every thing to pieces. Serpents are in abundance; and the grass, between the fragments which time has tumbled down, is so high, that I frequently tread upon some. The bite of the black one is mortal in a few hours. The prickly pear, which you have seen in hot-houses, grows here, and annoys me much. The ground is also full of lizards, which are so tame and curious that I frequently have the company of half a dozen, who come to sit on the rock where I am drawing, and even venture on the drawing-board, in my hand, and on my plate of colours.—The rocks are so bold and grand that I feel inexpressible delight in beholding them; and then the wide seas, with uncommon wild clouds flying about—I recognize in my soul a feeling of relationship to the majesty of Nature. The surge often drives the spray as high as I sit: it is a music of which the ear never tires. I mess with Captain Morris, and we generally have visitors; the link of good nature is never broken, and we are as profusely liberal as our circumstances and situation will admit. Each lends the other his spoon, a penknife serves to cut up a joint, and fingers are substitutes for forks. The language of the heart flows here as purely as at the proudest board of ticklish taste: it is unadulterated from the source of Nature. A bottle of madeira or claret follows dinner, to the remembrance of our friends in England. Fish, melons, &c. are sometimes brought from the Martinique shores, by the small boats which venture here for gain or curiosity. We throw the shot upon their shore, and bring every boat to if we please. In the evening we walk in the Queen's battery, thus tracing our rocky path along the over-hanging ridge, to the summit, where our little brotherly tents spread their canvas on cross sticks, and are barricadoed with stones. Warmed by the genial bowl, we shake hands, bid good night, retire upon the dried grass, and, rolled in blankets, sleep shuts our weary eye-lids, while neither fear nor uneasiness intrudes on our repose. At night, the continual roaring of the sea below is only interrupted by the replies of watching sentinels above, or the screams

of the tropic bird, who sweeps from the top to the water to catch fish, which he providently lays up in his nest to feed on by day. If then, sometimes, the thought of those distant beings, dear to affection, keep my sense awake, I behold the starry face of the heavens as I lean on my elbow, the sea stretching before me her immeasurable blue domain, and, trusting to the wakeful eye of Providence, I sink in reflection, thought dissolves, and oblivion removes every trace from the tablet of memory.

The Commodore, whose activity and vigilance are of the most pushing kind, visits the rock almost daily; and with him, the Officers of the Centaur, which is close by at anchor, in a place hitherto unknown to have afforded any anchorage, and so close to the Diamond, that you may spit on it from the deck when the current moves the Ship. The Commanders of the Blenheim, Ulysses, and Hyppomenes, frequently attend him, when they join the blockade; and, at the moment, the Blenheim, and the Romney, arrived from Africa, are at anchor on a patch close by, now called the Diamond patch, which no Pilot ever knew of. It was discovered by the Commodore. The Sailors explore the rock, ascending by the rope-ladder; the Soldiers, with their muskets, ascend the same way, the timid being drawn midway in a bucket that is fixed to a pulley-block and ropes, which the Seamen call the mail, or telegraph. Stores are also conveyed in the same manner to the magazine. This travelling in the air has a most romantic appearance.

There are some springs in the rock, but they are of a mineral nature, and occasion the gripes. Some tanks, however, are building, and almost finished, which will in one day catch as much rain water from the rock as will serve the colony for half a year. The place is very healthy, notwithstanding which an hospital has been begun, and the walls are already mounting. I know not what the good people of England will think of so arduous an undertaking, in a place where no spade can make impression, and where every thing is blown and torn from it by mining; the lime fetched from St. Lucia, the bricks cut out with gunpowder; saws, hammers, anvils, &c. made out of old anchors; forges going, and all this within the short time of about six weeks: for my own part, I am astonished at the efforts of a single Ship's Crew. But, however perilous of access, the Sailors build, like sea-birds, their nest in the most terrific caves. Like busy ants, the Crew creep about the rude mass; every where they are at work; the saw, the anvil, the axe, the grating file, resound; mines explode, and the flying fragments rend the air.

Here are goats and rabbits, tropic birds and doves, with a variety of other birds, bats, and curious insects. Would I were more ac-

quainted with natural history! But, unfortunately, shells, insects, and shrubs, have never been my study. Space and expanse too powerfully govern my mind; an extended horizon, a rising promontory, a turbulent sea, or a convulsive sky, makes me forget myself; and the delight which I enjoy here is unspeakable. Every morning, on waking, I behold the sea apparently close to my feet;—for they reach out of my tent, only three good yards from where the rock descends about two hundred feet into the sea. I rise and behold immense masses above; sea, heaven, and earth are before me; and the folio volume of Nature is open to me all day. The Seamen call their coming here *going ashore;* and so powerful is this liberty looking wildness of this nature to the mind, that they return to the Ship with reluctance, though often, while here, deprived of every comfort and allowance. Here they will work twice as hard, and conceal their being ill, and even die without help, rather than leave the barren rock to return on board. A few days ago, the Centaur drifted, was driven to sea, and we were left without water; but, whatever I may have read of Roman heroism, I every day see more striking instances of that virtue among British Seamen. Thirsty, and often without bread, in the heat of the sun, on this comfortless, and at present barren rock, in the face of the enemy, who is erecting his works to throw bombs, they remove rocks, colonize a flinty soil without intermission and without murmurs, and can still generously share the little which they have left. Here I have found, that the fine sayings of love of country, and the hearty wishes for our native land, flow from the genuine warmth of the heart, and evaporate not like the effusions of the bottle, or the vauntings of plenty and a full belly. Here, resolutions are formed in the face of want, and executed in despite of fate. The Boat's Crew who cut out the Curieux Brig from under the batteries of Fort Royal, were true *lives and fortune men* of his Majesty. When the Marines were gone from the rock the other day, on an expedition, and, in the middle of the night, the alarm was given, and every man was in five minutes on the batteries to defend his Majesty's *rock*—the expressions which, in the momentary expectation of danger, burst from the loyalty and courageous love of country of our Sailors, would shame the brightest passages of admired Sophocles; and often would the death of an humble Tar appear with greater lustre than the laboured exit of a splendid monarch.

The manner of feeling which Nature has given you is so different from the many, that I dare write to you in the language which costs me no trouble in composing. I am now sitting on the top of a rock, and an old barrel is my desk; with no other library than a blank pocket-book that I bought at Falmouth, and in which I both write what

I think, and draw what I see. I have no Longinus here to teach me sublimity, no Homer to ape for majesty, no Virgil to copy for beauties, no Scaliger to perplex me with notes, no commentators to pursue through wordy labyrinths; but my head turns with slow attention to view a majestic cloud stretching from Point Diamond to Point Saline, and again turns and turns to study the beautiful elucidation of its margin. Expression and language forsake me—I could plunge into the ocean to dive for words; so poor in language, yet so read in Nature! Every Sailor that chews biscuit is my superior in philosophy. The language of Addison's Cato is nonsense to his silence. My ethics are mined; and unless I can again find the track of my former consequence, polish, and conceit, I shall return to you, a rusty traveller defaced by salt water.

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From this enchanting scenery I have drawn several views, which perhaps may some day prove to my well-wishers and patrons, that, however romantic my head may be, my head and hand have still gone well together. Were it not for the duties which I owe to my family, and for the strong affection which I bear them, I could stay on this rock all the days I have to live. It is to me one of those spots on earth which are truly desirable; it breathes all the independence of Nature; it is large enough for the curious enquirer all the year round, yet not too large to be grasped by the mind every moment, or to be actually overrun in a few hours. Not far away from the rest of the world, it enjoys an everlasting spring, sheltered from heat and rain, so that in the heaviest shower you may breakfast and dine in the open air, and behold the hurricane rage below and around, while you indulge in the gentle breeze. The habitable part of which I have spoken is like a horse-shoe, the favourite shape of popular theatres, covered with a canopy of rock. But what are all theatres to this! The Roman theatre a child's card-house to it! The morning dawns; the whole world waits as she draws the curtain; the air is still, the ocean blazes, and the hills catch fire! Thus shine, methinks, the words and actions of good men, unlacquered with the leaf gold of fashion.—An everlasting change of scenery is displayed: see the clouds encircling the tops of the mountains; now the sea, swept in showers, and curling with squalls; now the sun gilding the sugar-cane fields;—the sublime of Nature is here so quickly and so agreeably mixed with the beautiful, that the mind has not time to be satiated with objects. When you are on the top, you behold the wide world and the great ocean: the sublime fastens on the soul; creation can present nothing more

grand. When you descend, the green land, where you may see the carriages travel, and count the feeding sheep, sweetly relieves and beautifies the scene; nor has the trouble of descending subtracted from the pleasure. You have a sound appetite, a cheerful spirit, and you glory in health and existence. So natural is the inborn love of the sublime, that, could any inhabitant of a city pop his head out and behold so wide a field of Nature, his soul would be instantly emerged in it, and he would forget all his little concerns; and so sweet is the change from it to the minute and beautiful, that, after so trying a sight, you examine an insect or a flower with infinite pleasure, sinking into the calmness of relaxation. It is this change and mixture here which render the pleasure of admiring and adoring the Supreme Being in the meekness of heart and exaltedness of head, not a systematic duty, but a delightful worship. I tremble at his power, and, like a child, I tremble also at his kindness!

J. E——.

Naval Reform.

FOURTH REPORT OF THE COMMISSIONERS OF NAVAL INQUIRY.

[Concluded from page 30.]

THAT where no appeals shall be entered abroad, if the agent should not make distribution within nine months from the time of condemnation, the proceeds should be remitted to the Commissioners for Prizes, for the purpose of making distribution.

That all remittances should be made in government bills, if obtainable at the time when the agents may have occasion to remit.

That if the agent make the distribution at home, within the time before specified, he should pay over the unclaimed shares to the Commissioners for Prizes at the expiration of one month from the time of distribution, and likewise one per cent. of the commission of five per cent. charged; and deliver a detailed account of the proceeds, together with the original prize list, and a copy of the distribution list.

That if the agent abroad make distribution within nine months from the time of condemnation, he should remit to the Commissioners for Prizes, within four months from the time of distribution, the

amount of the unpaid and forfeited shares, together with one per cent. of the commission of agency, and transmit at the same time a detailed account of the proceeds, the original prize list, and a copy of the distribution list verified upon oath.

That the money paid by the agent to the Prize-Office in cases not appealed, be lodged in the bank, to be taken out by order of the Commissioners for Prizes, as occasion may require, for distribution or recalls.

That if the agents, at home or abroad, should not make the distribution within the times before specified for them respectively, then the prize-office should make distribution, deducting the five per cent. commission as aforesaid, with the usual charges for advertisements, and distribution, as now made by the agents; and, when distribution shall have been made, the Prize-Office should pay the agent two and a half per cent. of such commission.

That in cases of appeal from the decisions of the High Court of Admiralty, the proceeds be paid over by the agent to the Commissioners for Prizes, within four months from the time of condemnation, if the appeal should be entered within that time; and if the appeal should not be entered within that time, then within one month from the time of entering the appeal; unless, upon cause shewn by the agent, the Commissioners should enlarge the time for such proceeds being paid over, for a period not exceeding two months; such proceeds to be by them immediately invested in the three per cent. consolidated bank annuities, if the books of that fund be then open, and if not, then in the three per cent. reduced annuities, in the Names of the Commissioners for Prizes, with such descriptions as may keep the accounts of the proceeds of each capture distinct, after a sufficient sum for defraying the expenses of the suit, to be judged of by the Commissioners, shall have been advanced by them to the agent for the captors, he giving security for the same: and if the agent be dissatisfied with the sum proposed to be advanced by the Commissioners, the High Court of Admiralty, upon application by the agent, should decide the amount of the money to be advanced.

That further sums, if judged necessary by the Commissioners, should be advanced to the agents in the progress of the appeal, out of the money so invested, or the interest arising therefrom.

That the Commissioners for Prizes, from time to time, should receive the dividends, and vest the same in the funds for the benefit of the parties in whose favour the appeal shall be decided.

That at the time of paying over or remitting the proceeds, the agent should deliver the original prize lists of the Ships entitled to share, and a detailed account of the sales, verified upon oath.

That in cases of appeal from the decisions of the Vice Admiralty Courts abroad, the agents should remit the amount of the net proceeds, after deducting the expenses of sale and condemnation, as soon as may be, not exceeding six months from the time of such appeal being entered, by bills of exchange payable to the Commissioners for Prizes, together with the original prize lists of the Ships entitled to share, and a detailed account of the sales, verified upon oath. And if the agents should wilfully, or without sufficient reason, retain the money beyond the period above specified, he should be liable to a penalty of five hundred pounds, besides one per cent. per mensem for such time as he shall hold the money in his hands, to be paid to the party or parties who shall eventually be entitled to the proceeds.

That upon the money being received by the Commissioners for Prizes, such sums as may be judged necessary by the Commissioners shall be advanced to the correspondent of the agent, to defray the expense of prosecuting or defending the appeal.

That upon all remittances made to the Prize-Office from the agent, he shall at the same time communicate the name and place of abode of his correspondent or agent in England.

That the amount of the proceeds, when received by the Commissioners, should be invested in the funds as before provided for in cases of appeal from the decisions of the High Court of Admiralty.

That in appealed cases, the amount of the proceeds having been paid to the Commissioners for Prizes, the distribution and recalls should be wholly made by the Prize-Office, and the agent should receive three per cent. on the net proceeds.

That Captains or Commanders of his Majesty's Ships and Vessels, on quitting any of the foreign stations before distribution be made, may direct the proceeds of prizes, or, in cases of joint captures, the proportions of their respective Ships, to be remitted to the Commissioners for Prizes, with the account of the proceeds, and the original prize lists; and in such cases, distribution should be made by the Commissioners for Prizes, and the agent should be allowed two and an half per cent. commission.

That all recalls be made by the Commissioners for Prizes, who shall deliver accounts to the Treasurer of Greenwich Hospital of the unclaimed and forfeited shares, and pay over the amount at the expiration of the time now allowed.

That Captains or Commanders of his Majesty's Ships or Vessels transmit to the Prize-Office an account of captures made by them, mentioning the agent to whom they shall be consigned, with his place of abode, the date of the capture, and where taken, and the names of the Ships entitled to share for such capture.

That the prize-list sent to the agent contain the signature of the Lieutenants and signing Officers, and the ages and description of the persons entitled to share in the capture, to be taken from the description book, with an alphabetical list of the names affixed to it.

That the agents should not send accounts of proceeds and distribution lists, as heretofore, to Greenwich Hospital, but to the Commissioners for Prizes, in the manner above directed.

That the paying or receiving of any share of prize-money, before notification of distribution, should subject the agent paying, and the party receiving, to certain penalties; and that upon accounting with the Commissioners for Prizes, no deduction be made by the agent from the shares of prize-money, on account of money advanced by him; but that the full amount of the unpaid and forfeited shares should be paid over to the Commissioners for Prizes.

That no payment of shares to Commissioned or Warrant Officers be allowed by the Commissioners for Prizes, other than such shares as shall be discharged in the distribution lists by payment to parties, or their orders, or lawful attornies, or the legal representatives of such Officers deceased, or persons duly authorized by them; and that no payment to such Officers, entered in such distribution lists as carried to account current, shall be deemed a legal discharge.

That the shares of prize-money due to Petty Officers, Seamen, and Marines, be paid to the party, or person authorized by his order to receive the same, which order shall specify the name of the particular prize or distribution, (should the distribution be for more than one prize,) and shall contain a full description of his person, signed by the Captain, and one other signing Officer of the Ship in which the party shall be then serving; or, if discharged from the service, then the order shall be witnessed by the Minister and Churchwardens of the parish in which he may reside; which order, being admitted and paid, shall remain with the Commissioners for Prizes, or agents paying the same; and shall be in the following form:—

Ship *or* Place. } *(Date)*

£. . . . . .

At three days' sight, pay to A. B. or his order, the sum of ______ *(in Writing)* ______ being the amount of my share of prize-money for the capture of ________________ when serving as ______ *(Quality)* _____ on board his Majesty's _____ *(Ship or Vessel)* ____ the ____ *(Name.)*

C. D.

To E. F.

Agent for the said capture,

or,

The Commissioners for Prizes,

London.

These are to certify, That we have examined the said C. D., who signed the above order in our presence; and from the documents _____ *(to be stated)* ______ which he has shewn us, and his answers to our questions, we have reason to believe he was serving on board the said Ship at the time of making the capture above specified. He says he was born at ________________ in the County of _______________ and that he is _____ years of age; he is of a *(fair, brown, or sallow)* complexion, with *(dark, or light)* eyes, has *(black, brown, light, red, or grey)* hair, and _____ *(describing any other particularity of his person.)* ______

Given under our hands,

G. H. Captain,
I. K. Lieutenant, or Signing Officer } of his Majesty's Ship ________________

But if the party should not at the time of making the order belong to any of his Majesty's Ships, then shall be added, under the description, ______

The said C. D. says he was discharged from his Majesty's Ship or Vessel th ___________________ by reason of *(his being invalided, or as the case may be)* ______

L. M. Minister,
N. O. { Churchwardens,
P. Q. } *or,* Elders, } of the parish of _____________ where the said C. D. resides _____

That prize-money due to Petty Officers, Seamen, and Marines, deceased, should be paid to their representatives, upon production of the check to be granted by the Inspector of Seamen's wills.

That the Commissioners for Prizes should have authority to call for and examine the books and accounts of agents, so far as they may relate to the business of prize agency.

That the Treasurer of Greenwich Hospital, or his Deputy, should have liberty to examine the books and papers of the Prize-Office.

That the notifications in the gazette of the distribution of prize-money should contain the dates of the captures, and times of condemnation.

That the agents at home, at the time of notification of distribution, should inform the Commissioners for Prizes of the amount of the shares of the different classes, to be communicated to the agents or correspondents of the Prize-Office at the ports, for the purpose of giving general information to the parties concerned in the captures.

That no fee, gratuity, or reward, beyond the established allowances, be taken by any person belonging to the General Prize-Office, for any service or services performed or to be performed; and that no person belonging to the Prize-Office shall act as a prize-agent, or agent for the receipt of prize-money.

That the correspondence of the General Prize-Office should pass free of postage.

That there be an establishment, consisting of the following Officers and Clerks; and that their respective salaries, and the contingent expenses of the office, be as follow:—

ESTABLISHMENT.				Annual Expense.		
				£.	s.	d.
Three Commissioners for the general concerns of the Office and any two of them to form a Board, at £.800 per ann. each - - - - - - - - - - -				2,400	0	0
The First Commissioner to be superintendant of receipts and investments.						
The Second Commissioner to be superintendant of distributions and payments.						
The Third Commissioner to be Treasurer and Accountant.						
Office rent - - - - - - - - - - -				200	0	0
	£.	s.	d.			
One Deputy Treasurer and Accountant - -	600	0	0			
One Book-keeper - - - - - - - -	350	0	0			
Two Clerks for making payments - One at	240	0	0			
One at	220	0	0			
Two Clerks for checking or making entries of payments in day books - - - One at	180	0	0			
One at	160	0	0			
One Clerk for conducting the correspondence under the Deputy Treasurer - - - - -	200	0	0			
Two Clerks for assisting in the correspondence, and for general services - - - - One at	100	0	0			
One at	80	0	0			
Doorkeeper, and messenger, £.60 each - -	120	0	0			
				2,250	0	0
Contingencies - - - - - - - - - -				200	0	0
Coals and candles - - - - - - - - -				60	0	0
				5,110	0	0
ESTABLISHMENT AT THE PORTS.						
An Agent or Correspondent at Portsmouth -	500	0	0			
Plymouth -	400	0	0			
Sheerness -	400	0	0			
One Clerk to each, at £.150 per annum - -	450	0	0			
				1,750	0	0
Total expense - -				6,860	0	0

That the expenses of the establishment of the Prize-Office be defrayed by one per cent. of the general commission of prize agency, in cases where the agents make the distribution;

By two and a half per cent. of the commission, where the agents do not make distribution, and where no appeals are entered;

By two per cent. of the commission, in cases of appeal;

By one per cent. of the money, and the interest thereon, vested in the funds in appealed cases, and which shall ultimately be decreed to the captors;

By the charges made for distribution, as at present, where the Prize-Office shall make distribution; and,

By the fractional pence.

That a separate and distinct account should be kept by the Treasurer of the proportion of the agency commission received or retained, of the one per cent. arising from the vesting of the proceeds of prizes in the funds in appealed cases; of the charges made for distribution; and of the fractional pence, which shall be carried to the account of the office on making distribution; and if after defraying the necessary expenses of the establishment, and repaying to Government the money that must necessarily be advanced in the first instance, with the interest thereon, the fund should appear to be more than adequate to the annual expense, the Commissioners should cause the Surplus (beyond what may be wanted for the current service of the office) to be vested half yearly in the Funds; and whenever his Majesty in council shall deem the establishment of a General Prize-Office no longer necessary, after rewarding the individuals belonging to it, in proportion to their fidelity and assiduity, that the accumulation, if any, be applied to the support of Greenwich Hospital.

That the observance of the several duties to be performed by the agents with regard to the Prize-Office, according to these regulations, be enforced by such penalties as shall be found expedient; or that jurisdiction be given to the Courts of Admiralty to enforce the same.

These are the general outlines for the establishment of the proposed Prize-Office. We do not pretend to lay down rules for every minute part of the business that will necessarily arise in giving motion to such an institution. Suitable arrangements, as occasion may require, will be made by the Commissioners: some difficulties may occur at the outset; but none, we conceive, that may not easily be surmounted.

From the extent and magnitude of the trusts and duties to be reposed in the Commissioners, it will be of great importance that persons duly qualified should be selected to fill these situations; inte-

grity, responsibility, and habits of business, will be essential requisites. An intimate knowledge of the business of prize agency in particular would be very desirable, at least in some of those who should first be appointed.

We apprehend that many considerable advantages will result from such an institution. The office will be a place of registry, to which all persons connected with prize concerns may apply for information, and learn the state of the captures in which they are interested. This will be matter of great advantage to the Seamen, who, according to the present system, frequently lose prize-money for want of knowing where to get such information, particularly in cases of prizes condemned abroad: The difficulties which they meet with in this respect are to be reckoned among the causes which lead them to sell their claims for the most trifling considerations. And it should be observed, that from the connexion of the Office with the ports of the greatest resort, this useful information will be placed as much as possible within their reach.

Another advantage will be this:—The proceeds of prizes, now suffered to remain with the agents at the risk of the captors, unproductive both to them and the claimants, and sometimes (as we have seen) lost by the failure of the agents, would be remitted to the Office in a reasonable time, and thereby secured. When they are vested in the funds, they would not only be secured, but also rendered productive for those who should be ultimately entitled, whether it be the captors, the claimants, or Greenwich Hospital. In cases of appeal long depending, there would be an accumulation of interest, which might serve to meet the expenses of sale, commission, and law charges: Add to this, that the public also would derive some benefit by the investing of so much money in the funds in time of war.

If it should be apprehended, that the persons now engaged in the business of prize-agency will be injured by the establishment of such an Office, it should be observed, that they will continue to be employed in the greatest part of the business as before, in the sales, the proceedings to condemnation, the distribution in many instances, and in appeals.

The captors will have the choice of whom they shall employ in all these branches. Several agents, indeed, will not be employed for any one capture; but this rather affects the privileges of the different classes of Officers and Seamen, than the agents: And we understand that the privilege was seldom exerted by the inferior classes, who usually adopted the agent nominated by the Captain.

The commission proposed to be allowed the agents for their services, exceeds that which they at present obtain, according to their own

statement. Those whom we have examined generally agree, that upon an average according to the present system, they do not receive a commission of more than two and an half per cent. and some of them rate it lower. According to the plan proposed, they will receive four per cent. in all cases where they make distribution; two and an half per cent. where they do not make distribution, in cases not appealed; and three per cent. in all appealed cases. It is true, that sometimes the trouble of an appeal may exceed that of a first distribution, and it may be asked upon what principle we have allotted a less commission to the former. It might be answered, that three per cent. commission would be an ample remuneration in the first case, and the additional one per cent. is proposed as a stimulus to diligence and dispatch. The truth is, that it is not by the comparison of one allowance with another that a fair judgment can be formed. It is only by looking at an average profit upon the whole business for a given time that the agent can fairly calculate whether his gains be sufficient. We conceive there would be no danger of their proving otherwise upon such a computation.

We deem it unnecessary to make any apology for proposing to take from them the use of the money while appeals are pending. This was never reckoned among their authorized emoluments. It sets their interest (as we have before remarked) in direct opposition to their duty; and if the former has not been sometimes preferred, (as it has been surmised,) the temptation to such a breach of duty, and the danger arising from speculation on such funds, should be done away.

If the establishment be objected to as an increase of patronage, and attended with great expense, we should submit, that patronage cannot be conferred or allowed for a more important object in this country than the protection of the Seaman's interests; and if the expenses of the Office appear alarming, it should be noticed, that we have judged it right to compute them on a high scale, thinking it better to err (if at all) on the side of excess. At the same time we are led to hope and believe, from the best calculations we can make, that the funds proposed to be set apart for the supply of those expenses will not prove deficient.

On the first opening of the establishment, an advance from Government will be necessary, which may be repaid as soon as the funds begin to be productive. And it may deserve the consideration of the Legislature, whether, in the many cases of appeals still remaining unheard, the proceeds now lodged in the hands of agents might not, after a proper notice, and reasonable time allowed for calling them in, be rendered subservient to the purposes of the institution.

One topic only remains to be noticed; a topic which, in some re-

spects, is perhaps not less important than any that have preceded. An institution of this sort will necessarily tend greatly to check and correct the frauds and forgeries practised for the obtaining of prize-money by wills, general powers of attorney, and orders. It would be in vain to hope that impositions on Seamen should be wholly abolished by this or any other institution. But if by securing their property till the amount of it be ascertained, by giving them ready information of their rights, and rendering detection of fraud more easy, such an establishment should lessen, in any great degree, the opportunities of fraudulent practices, it must necessarily tend to reduce the number of those who seek a livelihood by them.

CH. MORICE POLE, (*L. S.*)
EWAN LAW, (*L. S.*)
JOHN FORD, (*L. S.*)
HENRY NICHOLS, (*L. S.*)
Wm. MACKWORTH PRAED, (*L. S.*)

Office of Naval Inquiry,
No. 24, Great George Street,
16th July, 1803.

[*To be continued.*

NAVAL LITERATURE.

The Trial of James Whiting, John Parsons, and William Congreve, for a Libel against the Hon. G. C. Berkeley, Rear-Admiral of the Red, and One of the Representatives in Parliament for the County of Gloucester; by a Special Jury, before the Right Hon. Lord Chief Baron Macdonald, in his Majesty's Court of Exchequer, June 27th, 1804. *Taken in short hand by Mr. Gurney. Together with the Letters and Papers which are referred to in the Course of the Trial.* 8vo. pp. 132.

A BRIEF statement of this very important trial appeared in the preceding Volume of the NAVAL CHRONICLE*. We were aware, that an authenticated report thereof would be published; and therefore, at that time, refrained from noticing it more at large. Impelled by a sense of duty to our readers, of justice to the Hon. Admiral's character, and of respect for the profession of which he is so distinguished a member, we now proceed to exhibit a fuller account.

* *Vide* page 56.

The following is a list of the counsel, and of the witnesses subpœnaed to attend at the trial: the case, however, was so perfectly clear and satisfactory to the Court, that many of the latter were not called upon:—

For the Plaintiff.—Mr. Erskine, Mr. Plumer, Mr. Gurney.—*Attornies,*—Messrs. Frogatt and Co.

For Defendants.—Mr. Dallas, Mr. Dauncey, Mr. Dampier.—*Attorney,*—Mr. T. Blackstock.

Officers and Others, as Witnesses.

Sir Peter Parker, Bart. Admiral of the Fleet of Great Britain; Admiral Viscount Bridport, K.B.; Viscount Hood; Mark Milbank, Esq.; Earl of St. Vincent, K.B.; Viscount Duncan, K.B.; Benjamin Caldwell, Esq.; Lord Radstock; Sir Roger Curtis, Bart.; Sir Charles Pole, Bart.

Captain John Monckton, First Lieutenant of the Marlborough, June 1st, 1794; William Bentinck.

Sir Evan Nepean, late Secretary to the Admiralty; Mr. T. Romney, Surgeon of the Marlborough, June 1st, 1794; Mr. Murray Forbes, Surgeon; Mr. Joseph Cullurne, Surgeon of the Mars, 1800; Mr. Samuel Furley; Mr. Richard Barry; Peter Geoghegan.

Mr. Gurney opened the pleadings in form, and stated, "That this was an action brought on account of a libel upon the plaintiff, Admiral Berkeley, in a weekly newspaper lately published, called *The Royal Standard, and Loyal Political Register*, of which James Whiting was the printer, John Parsons the publisher, and William Congreve the proprietor. The libel imputed to the plaintiff, cowardice in the action of the 1st of June, 1794; and cowardice and neglect of duty, in quitting his command off Brest, in the year 1800. The plaintiff laid his damages at five thousand pounds."

Mr. Erskine then addressed the jury on the pernicious effects of libels; and, in a speech of some length, took a retrospective survey of his client's professional exertions.

The following is the brief, but animated description, which he gave of that part of the action of the first of June, in which the Marlborough (Admiral Berkeley's Ship) was immediately concerned:—

Gentlemen, it appears, and can be proved to you, which will shew the condition in which the Admiral stood; that the Marlborough, upon a signal being made for every Ship to bear down and oppose its opponent in the line, and to engage to leeward, if possible; that was to cut through the enemy's line; that the Marlborough performed this operation; that so far from being kept aloof during the action, she obeyed this signal of the Admiral, under the command of my honourable client; that she did not fire a gun till she had brought herself into the position required by the signal,—which was not to go alongside,—but to cut through the enemy's line, in order to grapple with the enemy's Ships, so as to produce the glorious effect which was afterwards produced in that battle. It appears, that when under the stern of the Ship called l'Impetueux, opposed to her in the line, she began to open her fire, and in a quarter of an hour this Ship, l'Impetueux, fell on board the Marlborough, and entangled herself in the mizen shrouds; that about the same time another French Ship, the Mutius, of 74 guns, fell on board upon the bow of the Marlborough, so that the three Ships formed nearly a triangle, of which the Marlborough formed the base, which enabled Admiral Berkeley, then the Captain of that Ship, to employ his fire upon these two Ships with such effect, that in fifty-two minutes they both struck their colours to this single Ship, which was engaged with them during the whole of this action, as I have described it in a few words to you.

Mr. Erskine having concluded, evidence was called on the part of the plaintiff. It is not requisite for us here to mention the different persons who were sworn and examined, nor the purport of their evidence, as they will subsequently appear. The honourable testimony, however, of Captain Monckton, who was First Lieutenant of the Marlborough on the 1st of June, 1794, is highly important; and, as it affords a detailed account of the share which that Ship had in the engagement, and may be considered as an interesting addition to our *Biographical Memoir* of Admiral Berkeley, we shall quote it entire.—Having been sworn, Captain Monckton was examined by Mr. Erskine as follows:—

Q. Were you the First Lieutenant of the Marlborough upon the 1st of June, 1794?—A. I was.

Q. By whom was that Ship in the beginning of the action on that day commanded?—A. By the Hon. George Berkeley.

Q. I do not wish to distress the modesty of a person of your merit,

by adverting further than the forms of the court allow; but you are now a Post Captain.—A. I am.

Q. And was made a Master and Commander immediately after this action?—A. I was.

Q. Be so good as to state at what time of the day my Lord Howe, the Admiral, made the signal to break the enemy's line?—A. With your leave, I will read the whole of the signals made that morning.

[Captain Monckton then read his memoranda of all the signals made before the engagement.]

Lord Chief Baron MACDONALD.

Q. At what time did the engagement begin?—A. At forty-two minutes after eight the signal was made to engage, with a gun; that was the last signal made at that time; and every Ship engaged as it came up with its opponent.

Q. At what time did the Marlborough come into action with l'Impetueux?—A. That was at a quarter past nine.

Q. Were all the signals made to the Marlborough, obeyed by Captain Berkeley, as Commander of the Marlborough?—A. They were. We engaged in action with l'Impetueux at a quarter past nine.

Q. Your Ship being a 74 gun Ship, and l'Impetueux an eighty gun Ship?—A. Yes.

Q. Did any other French Ship come to the assistance of l'Impetueux?—A. Yes, the Mutius, but that was after l'Impetueux had been pretty well handled.

[Captain Monckton read the rest of his memoranda.]

Lord Chief Baron MACDONALD.

Q. At what o'clock was Admiral Berkeley wounded?—A. I did not put that down—we had not time to write then.

Q. Was it in about an hour after the action had begun?—A. I believe it was better than an hour.

Mr. ERSKINE.

Q. Had the two Ships, your opponents, struck, before la Montagne, the three-decker, came down and raked you?—A. They had; and the way Captain Berkeley was wounded was, by a shot which came in upon the starboard quarter, and struck one of the guns exactly opposite the wheel; it wounded Captain Berkeley and a young gentleman; and I do not know how many more; and there was as much langrage in her beams, in consequence, as would kill all here I believe.

Q. During all the time of the action which you have been describing, the two Ships having struck before he met with this misfortune, in what manner did Captain Berkeley conduct himself?—A. As

an Officer, as he always has done. I have known Admiral Berkeley twenty-four years.

Q. Did he conduct himself with bravery and skill?—A. He did, in every respect.

Q. Did he manifest the least shyness or fear?—A. NEVER.

Q. Was he perfectly in possession of himself?—A. He was; and I was as near to him as I am to this gentleman. [Turning to one within a yard of the witness.]

Q. Did you see him wounded?—A. I saw him at the time he was wounded.

Q. Is it your judgment and opinion, that any Officer could have kept the deck, having received that wound?—A. No doubt he was justified in leaving the deck. He came up to me with his hand up to his head—he had his sword in his hand—he was staggering and streaming with blood. He said, 'Monckton, take my sword; and take the command of the Ship.'

Q. Could he have continued in the command of the Ship?—A. I think it would have been very improper.

Lord Chief Baron MACDONALD.

Q. Could he have been of any use?—A. I do not think he was in a state to have been of the least use.

Mr. ERSKINE.

Q. During all the preceding time, he conducted himself like a brave, skilful, and meritorious Officer?—A. He did.

Q. And, as you say, he has always done?—A. Yes, he always has; and I have been in many critical situations with the Admiral.

Q. In all of which he conducted himself properly?—A. He has.

Q. Subsequent to this time, did you serve with Admiral Berkeley off the Black Rocks?—A. I did.

Q. When was that?—A. In 1799 and 1800.

Q. Be so good, merely for form sake, as to state the nature of that service. Where was it?—A. We were stationed there, off the Black Rocks, by Earl St. Vincent, as an advanced Squadron.

Q. Who commanded the advanced Squadron?—A. Admiral Berkeley. There were generally two or three Frigates in shore of us, watching the motions of the enemy; and to give timely notice, if they should attempt to come out.

Q. Who was the Commander in Chief?—A. The Earl of St. Vincent.

Q. Do you recollect Admiral Berkeley being indisposed?—A. I do perfectly well.

Q. Have you any doubt of his being seriously indisposed?—A. I have not a doubt of it.

Q. There was no action at that time—the French would not come out?—A. No, there was not, and there was no likelihood of an action.

Q. Admiral Berkeley being seriously indisposed, do you know whether he made any application to return home?—A. I know he made an application to the Earl of St. Vincent.

Q. Did Admiral Berkeley go with the Mars to Cawsand Bay, by Lord St. Vincent's order?—A. He did.

Q. In what county is Cawsand Bay?—A. Part in Cornwall and part in Devon.

Q. Did you read this libel?—A. I did—I have read it over a dozen times.

Q. Notwithstanding the bravery, and the skill, which you have, upon your oath, imputed to Admiral Berkeley, then your Captain, and now the plaintiff in this cause; and notwithstanding you have stated all you have stated, to whom did you apply this libel, when you read it?—A. To Admiral Berkeley—as clear as the sun at noon day.—To whom could it be else?—I will give you my reasons for it—I have, in this book in my hand, memorandums of all the Captains in the action of the 1st of June, and the Admirals and Captains that were then wounded and killed; and there is not a Captain left, but Admiral Berkeley, that was wounded in that action—Admiral Paisley is the only Admiral wounded on that day, now in existence.

Lord Chief Baron MACDONALD.

Q. Do you mean to say, that there was no Captain of that Fleet alive in March last, who was wounded and carried below; and no other First Lieutenant, who took the command, promoted immediately upon it, except yourself?—A. No other—it is as clear as can be.

Cross-examined by Mr. DAUNCEY.

Q. Captain Berkely behaved on this, as he had on other occasions, with great bravery?—A. He did.

Q. No shyness at all?—A. Not the least.

Q. The time he was upon the deck must have been more than an hour; by the time you have stated, it must have been more than two hours, and pretty sharp work while you were there?—A. It was sharp work.

Q. Notwithstanding all which, you thought this libel applied, as clear as the sun, to Admiral Berkeley?—A. I did—I am sure of it.

Q. And you did not think a farthing the worse of him for it?—A. No—I did not, and I hope I never shall.—I am sure I never shall, from what I have seen of him.

Q. Upon the last service at the Black Rocks, Admiral Berkeley went home by the permission of his superior Officer?—A. He had leave to go home—He struck his Flag.

Q. There was no likelihood of danger there, from which a man should run away?—A. Certainly there was no danger there—and if Admiral Berkeley had had an idea of the French coming out, I am very certain he would not have gone, ill as he was.

Re-examined by Mr. ERSKINE.

Q. I will put one question to you, after this light-sailing Frigate has been coming under your stern. You did not think the worse of Captain Berkeley, for having read this libel; because, having stood by him upon deck, you knew it was all false?—A. Yes.

Q. But suppose you had not been there, and had read this, and supposed it all true; what would you, as a British Officer, have thought of him?—A. Bad indeed.

Q. Supposing, Captain Monckton, you had not known Captain Berkeley to be the brave man you have described him, from your own ocular observation; you would have thought badly of him indeed?—A. I should.

Mr. DAUNCEY.

Q. Is what a man thought of another man evidence?

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A. I think it is perfectly right; it was from accident that Captain Monckton knew the contrary.

Captain MONCKTON.

I will give you an instance of Admiral Berkeley's bravery, which you have not heard yet. When I was with him in the Vestal Frigate, in the year 1781, we fell in with a Frigate commanded by a fellow called Luke Ryan; I suppose you have all heard of him:—Well, he came down, and fired a broadside into the Alarm Frigate, Sir Richard Pearson: he loaded his guns, and came down to us, to serve us the same. The Master in our Ship, a very clever fellow (I wish he was here), said—"Now, Captain Berkeley, let us tack before he reaches us, and get this fellow between us both, and we shall *nab* him; for he only wishes to trust to his heels."—Captain Berkeley said, 'It may be a good idea, but what will my Ship's Company think, if I tack my Ship, and run away from such a rascal as that?' He came down and exchanged broadsides with him.—If he had been a dastardly man, he would not have done that.

[*To be continued.*

Naval Poetry.

Bright-ey'd Fancy hovering o'er,
Scatters from her pictured Urn
Thoughts that breathe, and words that burn!

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Newcastle, Sept. 4, 1804.*

I HAVE sent you the following Ballad; having seen, by looking over your Acknowledgments to Correspondents, that you would thank me to send it you. Yours,

AMOR.

DUKE WILLIAM'S RAMBLE.

DUKE William and a Nobleman,
Heroes of England's Nation,
Got up one morn, by dawn of day,
To take a recreation.
Into the suburbs they did go,
In Sailors' dress from top to toe;
'Now,' says the Duke, 'we soon shall know
What usage there's for Seamen.'

Then in this brave and warlike trim
They hastened to an inn.
The Duke then said, 'Kind landlady,
Bring wine both red and white in.'
Before they'd drank the wine half out,
A press-gang that was brave and stout,
Did search the lower rooms about,
For warlike jolly Seamen.

'Up stairs,' the landlady did say,
'If Seamen you're a seeking,
There's one so fat, I dare be sworn,
That you can scarcely ship him.'
'Ne'er mind, my lads, but let us try;'
They up stairs went immediately;
'What Ship, brothers,' they all did cry,
'For we are jolly Seamen?'

'We do belong to George,' says Will;
Say they, 'Where's your protection?'
'We've none at all,' the Duke replies,
'Don't cast on us reflection.'
Then the Lieutenant he did say,
'Come brothers come, come, come away,
On us you must not make a prey,
My warrant is for Seamen.'

They haul'd them to the tender, where
The Captain he was skipping;
The Duke then said, 'Kind gentlemen,
Take care of all your Shipping:'
With that, the Captain he did swear,
'I am your shepherd I declare,
I'll make you change your saucy air,
Get down amongst the Seamen!'

O then his Highness did go down
Among the jolly Seamen,
Which made him stare, to see the fare
Of many a brisk young Seaman.
'Where must I lie?' his Highness said,
'Must I not have a feather bed?'
'You're fat enough,' they all reply'd,
Pig in amongst the Seamen.'

'But for your sauce, you surly dog,
You must be flogg'd, so strip, Sir:'
To the gang-way then, away they went
The good Duke for to whip, Sir:
But to strip the Duke would not,
They call'd him then a drunken sot:
The Duke reply'd, 'Drunk I am not,
But strip me if you dare, Sir!'

Then came down the Boatswain's Mate,
The Duke for to undress, Sir;
But quickly he did behold
The star upon his breast, Sir:
Then on their bended knees they fall,
And loud for mercy they did call;
The Duke replies, 'You're villains all,
For using thus poor Seamen.

No wonder why my Father he
Can't well man all his Shipping,
'Tis by your basely using them,
And them always a-whipping.
But for the future, Sailors all
Shall have good usage, great and small:'
They heard the news together all,
And cry'd, 'God save Duke William!'

SONG.
CAPTAIN DANCE AND THE MARENGO.
BY WILLIAM HAYLEY, ESQ.

AS FAME, the fair Goddess, whose clarion so shrill,
Its echoes the wondering universe fill,
Was leaning one day 'gainst the Admiral's mast,
"I am weary," she cried (having blown a loud blast)—
"I am weary of these my monotonous notes,
"That justice to brave British Seamen devotes;
"They all are so brave, when they level a gun,
"That I find there's no novelty under the sun."
"Your pardon! fair goddess!" a figure exclaim'd;
(A figure celestial, and Fortitude nam'd,)
"A complaint so unfounded no longer pursue,
"For I bring you a theme that is perfectly new!
"The like you ne'er saw in your sphere's wide expanse,
"So honour my trusty and brave Captain Dance—
"The Merchant who beat the Marengo of France."

Honest FAME now surveys her new theme with delight,
Her clarion was eager to praise such a fight;
And she fondly exclaim'd, "By the Star of my Pole,
"Such a Hero as this I have not on my roll,
"Tho' of BRITAIN's brave Seamen, the host I adore,
"Almost equal in number the waves of the shore!
"Tho' radiant the warriors enroll'd in her file;
"*This* wonder is new in my wonderful Isle.
"Thou hast prov'd the first Merchant so destin'd to shine,
"Who has bravely beat off a First Rate of the Line.
"Gay COMMERCE shall bid her broad sea be her grave,
"Ere it sink in oblivion a Briton so brave.
"Now a favourite name in my sphere's wide expanse,
"I honour the trusty and brave Captain DANCE,
"The Merchant who beat the Marengo of France.

NAVAL HISTORY OF THE PRESENT YEAR, 1804.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

IT is now pretty evident, that the whole rhodomontade of invasion is either carried on by the Corsican Harlequin as a feint, to promote his views against the Northern Powers, or to keep his audience quiet whilst his pantomimic changes are going on, that change the French Republic, *one and indivisible,* into an absolute Military Empire. Government, however, still continues that wakeful and wise precaution which may tend to secure our Happiness and Commerce; and on every part of our Coast, and on every height that looks towards it—

"THE YOUTH OF ENGLAND ARE ON FIRE!"

Our letters inform us, that Lord Keith has again sailed for the French coast, on board the Monarch Man of War, to reconnoitre the enemy's preparations. He is accompanied by Lord Melville.

Upwards of sixty American Vessels have been captured by French Privateers in the West Indies, most of them with valuable cargoes.

By an Officer arrived from the Brest Squadron blocking that port, a very curious observation was made. He was on a point of duty obliged to reconnoitre from the inshore Squadron in a Cutter, and observed, that the same Ships which were in bustle and hurry, loosing topsails one day, the yards crowded with men, were not the same Ships which two days after were also full of men on their yards, which makes it quite clear that the French Fleet, taking them in the bulk, are badly manned, and the men are shifted from one division, to make show and parade of discipline.

During the last Spring 1500 oak trees were felled on the New Forest, for the use of the Royal Navy.

By letters from Jamaica it appears, that complaints having been made of the license allowed to the French Privateers in the Island of Cuba, Admiral Duckworth sent a Frigate to the Havannah with a strong remonstrance on the subject; in consequence of which they have been restrained from carrying prizes into that island.

The three persons who gallantly hazarded their lives to save the magazine and the town of Helier, in the Island of Jersey, from destruction, have received the following rewards from the Patriotic Fund:—The *first,* Lieutenant Lys, 500l.; the *second,* Touzel, 300l.; and the *third,* a soldier, an annuity of 20l. per ann.

A large commodious place is ordered to be built immediately at Woolwich dock-yard, for the purpose of manufacturing cables, and all kinds of ropes, for the use of the King's Ships.

Dispatches have been received by Government from Botany Bay, dated last October, which state the Colony to be in the most prosperous condition, and perfectly tranquil. A new settlement has been made on Van Diemen's Land: it is called Fort Hobart, and is already in a thriving situation.

The Merlin Sloop, of 16 guns, Captain Brenton, was so close in with Havre, and so far from the rest of the Squadron, that 97 Gun boats got out and attacked her. Upon this great force did our little Vessel keep up such a tremendous cannonade for three hours, that they were obliged to keep at bay, and it was

not till a reinforcement was coming out that she made sail and joined the rest of the Squadron, which had witnessed her conduct. She was most part of the time in only three fathom water, and so near the batteries, that their shot went over her.

Launch of his Majesty's Ship Lively.

On Monday, July 23, a beautiful Frigate was launched at Woolwich dock-yard. The launching of a Man of War from any part contiguous to the metropolis seldom fails to attract a great number of spectators; but upon this occasion, the concourse of people appeared to be much greater than ordinary; the River was covered with boats filled with the gayest company, the rigging of the Ships with men, and the neutral and other trading Vessels rendered the scene highly pleasing, by a display of Swedish, Danish, Russian, and American flags. Unfortunately a heavy shower pelted the surrounding observers, and cast a degree of gloom on the commencement of the spectacle; but fine weather soon succeeded, and curiosity found no impediment. About two o'clock the Frigate was ready to start. She lay in the slip painted with black and yellow streaks, and appeared rather plain than rich. Her head is ornamented by a beautiful female figure, playing a tambourine, finely carved, and placed upon the out-water, so as to accord with her rate. The stern is peculiarly neat, and quarter badges, like those of all the River-built fir Ships. Above her decks were distended in the breeze the British Union Jack and the St. George's blue and red English Ensigns. A great many persons were on board, who shouted with the surrounding multitude when the gallant Vessel rushed to the embraces of the silver god, old Thames, on whose bosom she rested in safety at some distance from the dock-yard. No accident occurred; and the populace dispersed, satisfied with a sight, which, for grandeur, cannot be excelled. Her Royal Highness the Princess of Wales honoured the Launch with her attendance in a magnificent Yacht, and several distinguished naval Officers were present in their Barges and Cutters.

It will afford much satisfaction to the friends of the gallant Captain Wright, of the Vicenjo, to learn, that a letter has just been received from him, in which he does not complain of being subjected to any peculiar hardship. He has never been joined by any of his Officers or Crew, as he is kept at Paris, while they are at Verdun, or Epinal, where they were marched immediately after landing. It appears, that this little Sloop alone sustained an engagement of two hours, against seventeen of the enemy's Gun-boats: but in consequence of the great superiority of numbers, most of Captain W.'s Crew were killed.

Aug. 9. Lieut. Fowler, late Commander of the Porpoise Store-ship, and who rendered such essential service to Captain Dance, of the Ganges East Indiaman, in the late engagement with Linois' Squadron, arrived at the Admiralty with dispatches, and also a large quantity of charts of the discoveries which the Investigator, Captain Flinders, has made about New South Wales.

Copy of a Letter from Lord Harrowby, his Britannic Majesty's Secretary of State for the Foreign Department, to P. Colquhoun Graf, Esq.

"SIR, *Downing-street, July* 18, 1804.

"I have the honour to inform you, that I have paid due attention to the request contained in different letters from Mr. Matthieson, on the part of the city of Hamburgh, 'That the Lighters be permitted to navigate between the rivers Weser and Elbe.'

"Orders have accordingly been sent to his Majesty's Ships of the blockade, to permit the passage of Lighters, Barges, and other small craft, answering the

above description, and carrying unexceptionable goods for neutral account, and to suffer the same to pass without molestation to and fro, along the Danish side of the Elbe, through the Watten, between Tonningen and Hamburgh.

"His Majesty hopes that this permission will be properly attended to, and not abused, and that no unfair advantages shall be taken of it, by which his Majesty should see himself forced to order the blockade to be resumed with greater strictness. "I have the honour to be, &c.

(Signed) "HARROWBY."

To P. Colquhoun Graf, Esq.

The signal defeat of Linois, by a fleet of *loaded* Merchant Ships, without one Ship of War in company, is, perhaps, the most complete triumph that British Sailors have ever enjoyed over the enemies of their country. The victory appears to be more complete and decisive when we consider that these merchantmen engaged the enemy with an equal number of Ships, *five* to *five*, and under every disadvantage. The superiority of the French in the number of guns was immense.—The French Admiral's Ship was an 84; the two heavy Frigates which accompanied him were probably 44 or 50 gun Vessels; the Corvette was of 28 guns, and the Brig 18; whereas our Indiamen probably did not mount more than 32 each on an average, and the Ganges Brig a still smaller number. The superiority in *weight* of *metal* was still more extraordinary. It is well known, that even the stoutest Frigate cannot stand the fire of a Line of Battle Ship, owing to the superior weight of metal; and even the French Frigates must have carried much heavier guns than our Merchant Vessels. A further advantage the French Admiral had in the *numbers* of his men. Vessels of War carry not only men to navigate, but men to fight; and their complement, therefore, is four or five times that of trading Ships, which have merely sufficient to navigate the Vessel. In two other respects Linois possessed infinite advantages. His Ships were *clear*, and calculated altogether for war; ours were laden Ships, and not calculated for a naval engagement; while our Commanders and Officers were men inured to a commercial service, the service of peace, and not accustomed to the manœuvres and practices of war.

The Court of Directors of the East India Company having taken into consideration the gallant behaviour of our China Fleet in the affair with the French Squadron under Rear-Admiral Linois, have given the following marks of their approbation and thanks to the Officers and Seamen of the Fleet:—

Capt. Dance, 2000 guineas, and a piece of plate value 200 guineas; Capt. Timins, 1000 guineas, and a piece of plate value 100 guineas; Capt. Moffatt, 500 guineas, and a piece of plate value 100 guineas.

To Captains H. Wilson, Farquharson, Torin, Clarke, Monton, Wordsworth, Kirkpatrick, Hamilton, Farrer, Pendergrass, Brown, Larkins, and Lockner, 500 guineas, and a piece of plate, value 50 guineas, to each.

To Chief Officers, 150 guineas; to 2d ditto, 125 guineas; to 3d and 4th ditto, 80 guineas each; and to 5th and 6th 50 guineas each.

Pursers and Surgeons, 80 guineas each.

Mates, Boatswains, Gunners, and Carpenters, 50 guineas each.

Midshipmen, 30; other Petty Officers, 15 guineas each.

Seamen, Ordinary Seamen, and Servants, 6 guineas each.

To Lieut. Fowler, passenger in the Camden, for the services rendered Capt. Dance, 300 guineas for a piece of plate.

The whole of this liberal donation will amount nearly to 50,000l.

We are happy in recording the above instance of munificence, which does equal honour to the donors and the receivers.

The Captains and Officers of the Ships bound to India, under convoy of Commodore Dance, from China, before their separation, subscribed 300l. to the relatives of the Seaman who was killed, and to the one wounded, in the action with Admiral Lino's.

The following is the account given by the French, of a gallant attempt made by two English Pinnaces at Boulogne, July 30:—At one in the morning, two English Pinnaces, commanded by Lieutenant Neal M'Lean, of the Leda Frigate, detached from the Enemy's Cruizers, glided along the coast, and attempted to surprize a small Bomb-vessel stationed at the western extremity of our line. One of the Pinnaces was manned with 25 men, and the other with 12. When they reached the Vessel they were twice hailed, but did not answer. They were suffered to come up close, when a volley of small arms was fired upon them, which killed their Lieutenant and several of his men. The Midshipman then took the command, returned the fire, and cut the cable of one of the Bomb-vessels, but was killed a moment after. The Pinnace then stood off. A Serjeant of the detachment, commanded by M. Veese, Carabineer, and a Sailor, threw themselves into a Boat, and boarded the Pinnace, and brought it back to the Bomb-vessel, with 14 prisoners. The other Pinnace had taken flight at the beginning of the engagement, receiving a discharge of musketry as she went off, which did her so much damage that she immediately ceased to row. Afterwards, passing near a Gun-boat, which fired upon her, she sunk. Of the 25 men which composed the crew of the first Pinnace, two men were killed, six wounded, one mortally; and eight, who were not wounded, were made prisoners. Among the latter are Benjamin Bechamby, Secretary to the Captain, Robert Honeyman, Commander on the station. The English Pinnace is at this moment entering the harbour. We had not a man killed; we had two wounded.

The William Heathcote, from Demarara, which we mentioned to have been retaken by the Nautilus Sloop of War, and carried into Plymouth, is estimated at no less a sum than 80,000l.

The following is a copy of the very interesting letter from Captain Aldham, of the Nautilus Sloop, to Messrs. Bennett and White, of Lloyd's Coffee-house. It is dated August 27.—

"It is with much satisfaction I acquaint you, that his Majesty's Sloop under my command, on the 9th instant, recaptured the valuable Ship William Heathcote, from Demarara to Liverpool, laden with cotton and sugar.

"Most probably you already know that the William Heathcote was captured on the 4th instant by the General Augereau French Privateer, of 12 guns, and 192 men. I have only, therefore, to say, that although the enemy boarded with nearly their whole force, they did not gain possession of the Ship until after an obstinate conflict, in which the Captain of the William Heathcote, his Son, a Passenger, and one Seaman, were killed; the Mate, another Passenger, and seven Seamen, were wounded. The French Prize Master acknowledges, that the Privateer suffered considerably in her hull, and had three men killed; and that the Captain and five men were wounded. But, from other authority, I am informed their loss was much greater.

"I sincerely regret the Mate being removed on board the Privateer. It would have given me much pleasure to have liberated a man so highly spoken of as he is by all who were left behind."

Imperial Parliament.

HOUSE OF COMMONS.

NAVAL DEBATES CONTINUED.

MONDAY, JULY 6.

MR. HUSKISSON, conformably to his notice respecting the opening of the London Docks, said, the Directors of the Dock Company had been consulted on this subject, and given their consent that the Docks should be opened before the first of January. The Honourable Member then moved for leave to bring in a Bill for warehousing certain Goods within the Ports of London, for the purpose of securing Trade, and increasing the Revenue.—Leave granted.

The London Coal Free Market Bill was read a third time and passed.

JULY 10.

On the motion of Mr. *Barnard*, it was ordered, that there be laid before the House, an account of the grants for forwarding the Grand Canal in Ireland, since its commencement, together with a copy of the correspondence between the Directors of the Grand Canal Company, and Commissioners of Inland Navigation, relative to the lowering of the tolls, and the progress that had been made towards that object.

Mr. *Alexander* brought in a Bill for encouraging the Fisheries of the Isle of Man.

JULY 11.

Mr. *S. Bourne* obtained leave to bring in a Bill, permitting the importation of salt from the ports of Nassau and Crooked Island, and from the Bahama Islands, in Ships of the United States of America, bringing ballast.

JULY 12.

The House in a Committe on the Bill for regulating the trade in salt from Ireland to Newfoundland, Mr. Foster said it was highly desirable to give every facility to that trade, by placing it precisely on a similar footing with the Salt Trade from Great Britain. He therefore moved a resolution, that Salt from Ireland to Newfoundland be exempted from duty, and all Salt from Newfoundland imported into Irish ports, and not landed, may be re-exported thither without paying duty. The Bill was then reported, and ordered to be read the third time to-morrow.

JULY 18.

Sir *W. Dolben* rose to give notice respecting a question of great importance; he meant the necessity of attending to the planting of timber. In all the enclosure Bills which passed through the House, no provision whatever was made for planting young trees; in consequence of which, planting became too generally neglected, to the detriment of the farmer, and the great injury of the country, if this neglect should be overlooked by the Legislature. Commissioners were appointed several years ago, by the present Chancellor of the Exchequer, in order to enquire into the state of his Majesty's forests, which he thought produced beneficial effects. He hoped, therefore, the Right Hon. Gentleman would resume the subject, and bring it before the House in the ensuing Session. The Hon. Baronet concluded with giving notice, that, if the question were not taken up in another quarter, he should feel it his duty to introduce it next Session.

JULY 30.

Mr. *Windham* wished to know the situation of Captain Wright, who was now a prisoner in France, and confined in the Temple, in consequence of having very properly refused to answer certain interrogatories put to him by order of the French Government. He hoped Government had information on this subject, and that they would also be able to answer his wish to be informed whether any measures had been taken for his enlargement.

Mr. *S. Bourne* replied, that he was not able to give the Right Hon. Gentleman any information on the subject.

31. His Majesty closed the present Session.

Gazette Letters.

ADMIRALTY-OFFICE, AUGUST 28, 1804.

Copy of a Letter from Admiral Lord Gardner, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to William Marsden, Esq.; dated at Cork the 22d of August, 1804.

SIR,

CAPTAIN Maitland, of his Majesty's Ship Loire, (who has been cruizing for the last three weeks, for the protection of the homeward-bound convoys,) arrived here this afternoon with the Blonde, a large French Privateer, of thirty guns, nine-pounders, and two hundred and forty men.

Enclosed I have the honour of transmitting to you, for their Lordships' information, copy of Captain Maitland's letter to me on the subject, together with a list of wounded on board the Loire.

I have the honour to be, &c.

GARDNER.

MY LORD, *Loire, at Sea, August* 18, 1804.

I have much satisfaction in announcing to you the capture (by his Majesty's Ship Loire) of a Frigate Privateer, belonging to Bourdeaux, mounting thirty nine-pounders, with two hundred and forty men, which I had the good fortune to fall in with in lat. 49° 30', long. 12° 20', on the 17th instant: she has been a wonderful annoyance to the British trade during the present war, and is the Ship Captain Gordon so gallantly contested with, until the Wolverine was in the act of sinking. She held the Loire a chase of twenty hours, the last quarter of an hour being a running action. From our situation, together with the darkness of the night, few of our guns took effect upon her till latterly. Seven of her men were badly wounded, two of which are since dead. Six of the Loire's men were wounded, two only severely, and, I am happy to add, are in a fair way of recovery. I have every reason to be pleased with the conduct of the Officers and Ship's Company I have the honour to command, during the short time the action lasted; and feel satisfied, that had she been a Frigate of equal force to the Loire, they would have lost none of the credit they so deservedly obtained on a former occasion.

The Blonde had been out twenty days from Passage in Spain, without having made any capture. She is a very fine Ship, sails remarkably fast, and appears to me very well calculated for his Majesty's service. Enclosed is a list of the wounded on board the Loire.

I have the honour to be, &c.

Admiral Lord Gardner. F. L. MAITLAND.

List of wounded on board his Majesty's Ship Loire, in action with the Blonde, 17th August, 1804.

Midshipman.—Mr. Connor.

Seamen.—William Taylor, James Thompson, (severely,) Joseph Covey, David Light, and Alexander Brown.

F. L. MAITLAND.

ADMIRALTY-OFFICE, SEPT. 4.

Copy of a Letter from Mr. Mungo Gilmor, Commander of the East India Company's Ship the Eliza Ann, to William Marsden, Esq.; dated off the Start Point the 31st August, 1804.

SIR,

Having sailed from St. Helena on the 9th of July, with the Union and Sir William Pultney extra India Ships, put under my command as senior Officer, by order of Governor Patton, I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on the 22d of August, being in the lat. 48° 5′ north, and long. 13° west, at daylight a French Brig Privateer came down upon us; and at eight A.M. engaged the Union, she being the headmost Ship, and struck upon the Eliza and Ann and the Sir William Pultney's coming up, after an action of about twenty minutes; she proved to be la Venus, mounting sixteen guns, four, eight, and twelve-pounders, with sixty eight men on board, (of her Crew,) commanded by Captain Piere Henry Nicholas Benamy, a Lieutenant in the French Navy, out eleven days from St. Ander, had recaptured a Spanish Lugger and Sloop, detained by his Majesty's Sloop Wasp; five men of her Crew were prisoners on board: In the action the Privateer had one man killed, and two badly wounded.

The Privateer parted company from us in the night of the 29th, to the westward of Scilly, and I am in hopes she will get safe into port, having only three prisoners left on board, the rest being on board of our Ships.

I have the honour to be, &c.

MUNGO GILMOR.

La Venus had seventy-three men on board when she sailed, and was fitted out for a cruize of forty or fifty days.

ADMIRALTY-OFFICE, SEPT. 11.

Copy of a Letter from Commodore Hood, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to William Marsden, Esq.; dated at Barbadoes, the 13th July, 1804.

SIR,

I enclose a list of captures by the Squadron, during the last six months, and an extract of a letter from Captain Columbine, of his Majesty's Ship Ulysses, and have the honour to be, &c.

SAM. HOOD.

List of Vessels captured by the Squadron under the Command of Commodore Samuel Hood, from the 1st of January, 1804, and the 30th of June, 1804.

French Privateer Bellone, of 8 guns and 24 men; captured by the Cyane, January 24, 1804.

English Ship Mercury, laden with lumber; recaptured by the Hippomenes, January 26, 1804.

French Privateer le Furet, of 4 guns and 45 men; captured by the St. Lucia, same date.

English Ship Mariana, laden with fish; recaptured by the Heureux, same date.

French Privateer Harmonie, of 12 guns and 82 men; captured by the Cyane, January 27, 1804.

American Schooner Freedom, laden with sugar and molasses (French property); captured by the Drake, February 2, 1804.

French Corvette Curieux, of 16 guns and 105 men; captured by four of the Centaur's Boats, February 4, 1804.

French Privateer Recompence, of 10 guns and 80 men; captured by the Cyane, February 14, 1804.

French Privateer le Bigou, of 4 guns and 45 men; captured by the St. Lucia, February 21, 1804.

French Privateer Flebustier, of 6 guns and 68 men; captured by the Heureux, same date.

An English Ship, laden with a valuable cargo; recaptured by the Imogen, March 1804.

An English Ship, laden with a valuable cargo; recaptured by the Drake, same date.

French Privateer Egyptienne, of 36 guns and 250 men, (formerly a National Frigate); captured by the Hippomenes, March 25, 1804.

English Ship Reliance, laden with merchandize; recaptured by the Hippomenes and Osprey, same date.

English Ship Rigby, with troops; recaptured by the Hippomenes and Osprey, March 25, 1804.

French Privateer la Rose, of 1 gun and 49 men; captured by l'Eclair's Boat, with 10 men, same date.

English Ship Hope, laden with sundries; recaptured by the Osprey, April 1804.

French Privateer Petite Decide, of 1 gun and 26 men; captured by the Ulysses, same date.

Dutch National Frigate Proserpine, of 32 guns; captured by the Centaur and Squadron at Surinam, May 5, 1804.

Dutch National Corvette Pylades, of 18 guns; captured by ditto, same date.

Dutch National Schooner George, of 10 guns; captured by ditto, same date.

Dutch Merchant Ship Pelican, laden with sugar, &c.; captured by ditto, same date.

Dutch Merchant Ship Johanna, laden with sugar, &c.; captured by ditto, same date.

A Dutch Merchant Ship, laden with sugar, &c.; captured by ditto, same date.

English Ship Boyd, laden with plantation stores; recaptured by the Galatea, May 19, 1804.

A French Sloop, (name unknown,) laden with provisions; captured by the Netley, same date.

A French Schooner, (name unknown,) laden with provisions; captured by ditto, same date.

English Ship Cyrus, laden with sundries; recaptured by the Cyanne, same date.

French Privateer les Trois Freres, of 1 gun and 24 men; captured by the Ulysses, May 15, 1804.

English Ship Beaver, laden with slaves and ivory; recaptured by the Galatea, June 25, 1804.

English Ship Esther, laden with coals and potatoes; recaptured by the Heureux, same date.

An English Ship, laden with sundries; recaptured by the Busy, same date.

A Swedish Galliot, laden with French property and passengers; captured by l'Eclair, same date. SAM. HOOD.

Extract of a Letter from Captain Columbine, of his Majesty's Ship Ulysses, to Commodore Hood, dated June 22, 1804.

On the 15th of last month I captured les Trois Freres, a French Schooner Privateer, with one gun and 24 men, Jean Detreuil, Master, from Martinico.

FOREIGN REPORTS.

EAST INDIES.

August—September.

PREVIOUS to the sailing of the China fleet, the French resident there (M. Perron,) begged permission of one of our Captains to send home by him some chests of superfine teas as a present for Buonaparté. These, we are assured, are actually arrived in the Earl Camden.

We are happy to state, that Lieutenant Forster and the Officers and Crew, fifty-five in number, of the Porpoise, wrecked off New South Wales, were all saved; they were conveyed to China.

Linois' Squadron.—The French Admiral, after his disgraceful defeat by a few of our Merchantmen, returned to the Isle of France on the 1st of April, with the Marengo, Semillante, and Belle Poule. It was immediately announced, with consistent veracity, that he had seen the British homeward-bound China fleet; but it being under convoy of six Sail of the Line, he did not deem it expedient to attack it, although he pursued it for some days, with a view to pick up any vessels that might straggle from the Fleet.

The following is an extract of a letter received overland, dated Fort William, 14th March, 1804:—Captain Page, of the Caroline Frigate, of 36 guns, is returned here, after capturing two valuable and very troublesome Privateers; the Insurance Company have complimented him with 5000 rupees for the purchase of a piece of plate. The embargo is taken off all Vessels. The Bengal Fleet sailed on the 10th instant, under convoy of Captain Page.

Extract of a letter from an Officer on board his Majesty's Ship the Sceptre, dated the 15th of March, 1804.

A few degrees from Sumatra we took a French Privateer Ship, mounting 20 guns. She was looking after our Indiamen on the morning we saw her. The Albion was with us; she supposing us to be Indiamen, bore down upon us; but when she came almost within gun-shot, and found we were two Men of War, she made sail. We gave chase, and in four hours came up with her; she stood eighty six shot before she struck; was from the Isle of France, which place she left on the 9th of January.

We understand that the Supreme Government of India mean to station some additional armed Schooners on the coasts of the Spice Islands; the propensity to piracy being no where more dangerous than among the people who inhabit the Moluccas, the Papoas, or natives of New Guinea; those of Magindans, Borneo, and Sooloo: it has therefore been found necessary, for the security of the Spice Islands, to have a certain number of armed Vessels in those seas. The Dutch always kept a marine force for this purpose, which consisted of Sloops, mounting sixteen guns each; but these were of so rude a construction as to be incapable of pursuing the Malay Prows to windward. Five or six armed Schooners will be employed in this particular service, from eighty to a hundred tons burthen: they are to mount twelve guns besides swivels, to carry about thirty men, and to be so constructed, as to be easily rowed by sweeps in calm weather, and to draw so little water as to be capable of pursuing not only Pirates, but contraband traders up the creeks and rivers, in which they generally take refuge.

A circumstance recently occurred in Japan, which will probably prove prejudicial to the interest of the Dutch in that kingdom:—A Batavian Ship arriving there, refused to submit to the customary regulations of the country, of taking away her sails, guns, and helm, during her stay; and an armed boat was sent from the shore to enforce obedience: on its approach, however, the Captain fired into it, and wounded several of the people. The factors on shore were immediately seized, and would have been put to death, had not the Captain surrendered himself and Ship to the disposal of the King. The result of this transaction is not known; but it is supposed that the Dutch will either be subject to further rigour, or be deprived of the exclusive trade which they at present enjoy.

WEST INDIES.

Extract of a letter received on Thursday from an Officer of Commodore Hood's Squadron at Barbadoes: The Sarah Tender, and Advice Brig, Lieutenant Salter, are both loſt; but the Crews are saved. Lieutenants Furber and Mayne, and Mr. Hill, Midshipman, and sixteen men, have been wounded, three missing, and three killed, by attempting to cut out a large Schooner, which was chained to the shore, at St. Pierre's. A Court Martial has been held on Lieutenant J. E. Smith, of the Centaur, for killing a man at Trinidad, in the act of impressing. The Court were of opinion that he acted in self-defence, and accordingly acquitted him. Captain Graves has again joined the Blenheim; and Ferris, the Drake. Died, Lieutenant Trounsell, of the Blenheim Man of War.

Dispatches were received on Saturday, July 21, from Jamaica, which report that island, though politically safe at present, to be rather in an unhealthy condition. The mortality, we are sorry to say, has reached to Captains Cathcart and Baker, of the Royal Navy; and report says, to Captain R. O'Brien. The homeward-bound Fleet was to leave Jamaica on the 20th ult. under convoy of the Bellerophon, Duquesne, and Vertue.

July 27. By the Arabella Packet, which arrived on Wednesday last from the Leeward Islands, we have a confirmation of the capture of the Duke of Marlborough and Duke of Kent Packets, which were carried into Guadaloupe; the former is fitted out as a Privateer, and carries 20 guns. A great number of Privateers were out from Guadaloupe. The Eliza Packet, which sailed from hence with May mail, had arrived at Barbadoes, after having beat off a French Privateer, in which she had one man killed. The homeward-bound Fleet, about 300 sail, under convoy of his Majesty's Ships Romney, Ulysses, Amsterdam, Hippomenes, and Drake, sailed from Tortola for England, on the 26th June.

The Jamaica Fleet which arrived at the beginning of August, consists of upwards of two hundred sail. We regret to learn, that at the time they sailed, the island was very sickly. Several of the Ships' crews came away in an ill state of health, and died on their passage; a Captain and his wife were among the number. Captain Brown, of his Majesty's Ship Romney, during the passage of the Fleet, took away from several of the Vessels their instructions, on account of disobedience and neglect to signals, and sent their names to be posted at Lloyd's, for the information of the Underwriters.

AMERICA.

We learn by letters from Halifax, of the 21st ult. that that coast had for some time been infested by a French Privateer of eighteen guns, all efforts to take her having proved ineffectual. The Cambrian, and another Frigate, had sailed, for the purpose of intercepting two French Men of War, then at New York. There were two of the enemy's Privateers in the Bay of Fundy, cruizing for the mast Ships, and, in fact, the whole coast swarmed with Vessels of that description. The several Consuls in the United States had solicited aid from the British Admiral on that station; but his force was too small to enable him to afford the necessary protection, and it was considered, that unless a speedy augmentation of the naval force took place, the depredations on our commerce in that quarter would prove very great. "The May Packet," adds the writer, "we fear, is taken, and the merchants are not without serious apprehensions for the safety of the convoy for Halifax and Quebec."

From the Philadelphia Gazette, June 11, 1804.—A letter from our Correspondent at New York, dated yesterday, says, "Two British Frigates are now at this port, in waiting for the French Ships destined out. They come into the Narrows at night, and lay off all day; so that it will be impossible for the French Frigates to escape without engaging them. They are supposed to be the Leander and the Boston.

12. Arrived the Schooner Lydia, Porter, from St. Mary's, in nine days. Captain P. informs us, that on the 1st of June, off Charleston Bar, he spoke the British Brig St. Andrew, of 16 guns, having in possession the French Ship la Paris, of 24 guns, and 300 men, which he had taken three days before, after a very severe engagement. They were steering direct for New Providence.

New York, June 15. Jerome Buonaparté visited the French Frigates at Staten Island. The two pilot boats, (each with a French Officer on board,) chartered to cruize, one to the southward, and the other to the eastward, for British Men of War, had not returned last evening. If they return with news of a clear coast, the Frenchmen, with Buonaparté, will set off immediately. The boats, however, returned on the morning of the 16th; and reported that the coast was clear, and the Frigates were to sail that day; but the Juno had hardly got clear of Sandy Hook, when she was brought to and boarded by the Cambrian Frigate and Driver Sloop of War, just arrived in the offing, in five days from Halifax, and came for the express purpose of taking care of the little Jerome and his escort. The First Lieutenant of the Cambrian was immediately dispatched with a challenge to the French Commodore to come out and give battle, which you may

depend he would decline, and will remain blocked up at New York with Jerome and his wife, who had embarked with him.—Note. Letters from our Ferrol Squadron, however, have since stated that Jerome had actually arrived at Ferrol.

New York, June 15. Some days since the Marshal of the District went down to the Hook to arrest the First Lieutenant of the British Frigate Cambrian, for an insult offered to a revenue Officer. The Lieutenant was not on board; but the Captain assured the Marshal he would be in town the next day and surrender himself. As the Lieutenant did not come up, the Marshal went down again on Saturday, but was refused admittance on board: after the refusal, the Cutter was ordered from alongside the Cambrian. It being reported the English Frigate Boston had pursued the Rolla, conceiving Jerome Buonaparté on board, and fired shots at her, Mr. Flinn, the pilot, who took the Boston down, has made the following declaration:—On the 29th ult. the Boston was under way long before the Rolla appeared. In coming about, the Ship shot farther a-head than he expected, and took the ground, and was in that situation an hour and a half, during which, Flinn supposes the Rolla got out. He avers that not a gun was fired on board the Boston.

Extract of a Letter from Captain David Ross, of the Ship William Wright, of New York, dated Cape Francois, June 15.

We entered the Spanish harbour of Port a Plat on the 29th of May, in order to gain information respecting French Privateers: after coming to anchor, a boat with two men came up to us, and they staid fifteen minutes, and informed one of my passengers (a Haytian) as a secret, that the French had taken an American Brig the day before, and sailed for Cuba. After this, I endeavoured to get out of the harbour with sweeps. In twenty minutes we observed a large Canoe, full of armed men, making for us, and loading their muskets. I ordered them to keep off, which they not doing, I directed my passengers to fire, the Crew being at the sweeps. After about thirty shots, the Canoe put about. A breeze springing up, we cleared the port and batteries, and reached here next day. A Danish Captain just arrived from Port a Plat, says that the Canoe came out determined to take us, and if we resisted, to massacre us.

Extract of a Letter to a respectable House in Philadelphia, dated Guadaloupe, June 20.

General Ernouf, at Basseterre, has issued a Proclamation, ordering the Republican cruizers to capture all neutrals bound to or from Negro possessions in Hispaniola, and such as are armed and attempt to defend themselves, are to be taken and tried as Pirates. The number of cruizers at Guadaloupe increase daily. Many of them carry twenty-four guns, and none less than nine or ten, with ninety men. It is commonly reported, that several of them intend to cruize to leeward for Vessels coming from Hispaniola. Should this be the case, provided they are not captured by the British, it will be dangerous for the Vessels that have gone out. Since Surinam has been taken by the British, there has been a large Squadron blockading Martinique. The Schooner Ernouf, mounting 10 guns, and 90 men, has lately sent in three prizes to Guadaloupe; the longest, a Ship of 22 6-pounders and 70 men, 51 whites, and 19 blacks. She was taken by boarding.

The American Squadron for the Mediterranean, sailed from Hampton Roads on the 6th of July.

The following is an Extract from the Charge of the Grand Jury of Georgia, April 26.—We present, as a most serious grievance, the practice of armed Vessels, said to be of the French Republic, laying in our ports longer than necessary, or than by treaty authorised to do; endeavouring to gain information of the sailing of our Vessels engaged in lawful trade, with a view to interrupt or capture them, and in one instance laid before us of their actually having been captured within the limits of the United States. We regard such conduct as in the highest degree injurious and insulting to our country, and recommend to the Government of the United States to employ a sufficient naval force on our coasts to prevent in future similar aggression; and we also recommend that the District Attorney do ascertain whether there are not now Vessels fitting within the ports of this State for the purpose of cruizing against the citizens or subjects of countries in friendship with the United States.

James Seagrove (Foreman), James Smith, John Teaubeau, Thomas King, James Nephew, George Bailey, R. M. D. J. Elliot, Murduch M'Leod, Norman M'Donal, Abraham Deylon, F. Oneal, M. Burke, John Bolton, Charles Oddingsells, Moses Sheftal, Joseph Law, Thomas Spalding, Simon Frazier, William Peacock, James Gignilliat.

A true Copy,

STITES, Clerk.

Alexandria, July 13. Arrived last evening, the Schooner General Pinckney, Captain Barry, from Trinidad. Sailed on the 14th ult. in company with the Brig Sally, Todd, of and for Baltimore. Left several northern Vessels, names not recollected. Two days after leaving port, in sight of the harbour of Grenada, Captain B. was boarded from a French Schooner Privateer, by a Lieutenant and six men, armed with long knives, whose conduct and language partook of that brutality which is general characteristic of these freebooters. The Lieutenant, after questioning Captain B.'s people as to any money that might be on board, rummaged his cabin and hold in search of it, and then robbed him of a fifty gallon cask of rum (his own property), and about 800 limes; he mentioned his intention of breaking open a hogshead of sugar, and taking out a barrel of it, as a hogshead was too heavy for his boat; but while his hands were putting the rum into the boat, the man at the mast head announced a Fleet to windward, and one Ship bearing down for them, when the Lieutenant ordered his men into the boat, telling Captain B. as he took his departure, that he was then somewhat in a hurry, otherwise he would give him an order on his agent at Guadaloupe, for the amount of the rum he had plundered. During this time, Captain Todd, mentioned above, was compelled to hoist out his boat, and carry a barrel of flour on board the Privateer, for which he received an order on Martinique. Captains Barry and Todd then made sail, and in about two hours afterwards, Captain B. was boarded by a Lieutenant of the British Ship Pandour, of 44 guns, Captain Nash, and treated politely. The Lieutenant informed, that the Fleet which was going in to anchor, were twenty-eight in number, and from Surinam and Demerara, bound to England, and that they and the loaded merchantmen would sail the following day to join the windward homeward-bound Fleet at St. Kitt's. Captains B. and T. kept company until the night of the 22d ult. when they separated by a heavy squall, about three miles to the eastward of St. Eustatia. June 23, at 10 P. M. close under the lee of St. Martin's, was boarded from a Dutch Sloop Privateer, and treated politely. July 8, at two P. M. spoke the Schooner Dorchester, of Vienna, Captain Phillips, from Guadaloupe, for Baltimore. On the 9th, they, with two Brigs and four Schooners, came into the Capes together.

The Pearl, Stephenson, of four guns and twelve men, of and from Hull, on her passage betwixt Madeira and Jamaica, was met with by a Privateer of six guns and seventy men, and after an engagement of two hours and twenty minutes, was obliged to strike. The Captain lost two fingers off his right hand, and was wounded in the thigh; the Mate and Crew behaved very well during the whole time; a black woman, a passenger, supplied them with powder throughout the action. Captain S. thinks he should have beat off the Privateer, had not another Vessel of the enemy hove in sight.

MEDITERRANEAN.

Extract of a Letter from an Officer on board the Canopus, off Toulon, dated May 24.

Yesterday, in company with the Donegal and Amazon, we were nearly brought to action by a very superior Squadron of the enemy, whom Admiral Campbell had been sent by Lord Nelson to reconnoitre. The main body of the Fleet remained far out of sight of the land; but the weather was so very fair, that the Rear-Admiral was tempted to stand in close, to get a good view of them. To the eastward of the harbour's mouth (in which direction the road is open) on our near approach it fell nearly calm, and the Gun-boats immediately pulled towards us, and commenced firing, when we tacked, but at such a distance that their shot fell short. The Admiral fired in return. A moderate breeze by this time sprung up, and the Squadron in the harbour were soon under sail after us, and in less than an hour consisted of five Sail of the Line and three

heavy Frigates: they appeared determined to make a grand push out after us. The Frigates and one of the Line-of-Battle Ships appeared to gain considerably; and the headmost of the former (which was the same fellow that the Amazon chased into Hieres Bay during the winter) opened a distant teazing fire on the Donegal, which was our sternmost Ship. This was not to be borne long patiently by Sir Richard Strachan, who, watching his opportunity, luffed up, and gave a broadside, which made the headmost gentry heave their sails aback quicker than ever I saw them perform any manœuvre. The Canopus also threw some shot at the same time, in a very good direction. Although this fire was at such a distance that I have great doubts whether any shot took effect, yet it evidently served to check the progress of the headmost 74 (supposed to be the Swiftsure); for, notwithstanding she was coming up fast, and with four of her own class at her heels, instead of closing with the Donegal, the moment she came within random shot she rounded-to to fire her broadside, by which she lost a great deal of way, though perhaps this was her object. The Squadron that was now in pursuit of us, and coming fast up, was so superior as to preclude all chance of doing any thing with them. Admiral Campbell therefore made sail, and they continued to follow us for some time under a crowd of canvas, still keeping the advantage of sailing; but fearful of being drawn off too far, and decoyed into the jaws of the Viscount, by the time they were about five leagues from Toulon, they were recalled by their signal post on the Hill, and all stood in again. This was about three quarters past three o'clock, P. M. At six we saw our Fleet to leeward, and joined them about half past nine. They heard the fire indistinctly, and the Leviathan was detached towards Toulon, but had not proceeded far on her way before we were perceived returning.

An Extract of a Letter from an Officer on board the Canopus, Admiral Campbell's Flag Ship, dated off Toulon, May 24, says—

As it is probable you will see in the papers an account of a slight action with the French, magnified, no doubt, by them into a retreat of the whole British Fleet, I will give it you as it really was. The Canopus, the Donegal, and a Frigate, were detached from the Fleet to look into Toulon, which we did yesterday morning, and after being for some hours as near the mouth of the harbour as their batteries would allow us, we were rejoiced to see them in motion, and, ere long, three Line of Battle Ships and three Frigates came out. We immediately tacked, in order to draw them from the land, but went under an easy sail, and they soon came within the range of our shot: when they began to fire we were just sat down to dinner, which we took quietly, and then returned their fire, meaning to bring them to close action, though so far superior. We were, however, disappointed, for at this moment we perceived two more Ships of the Line, and one Frigate, coming to their assistance. This was too great odds, under their own batteries; we therefore were obliged to sheer off.

Constantinople, June 19.—The Captain Pacha yesterday set sail with his Squadron. After he has visited the islands of the Archipelago, and received the annual tribute, he will go into the Ionian Sea, and cruize between Albania and the Morea.

A Neapolitan Squadron, of one Ship of 74 guns, and four Frigates, is stated to have joined the American Squadron employed against Tripoli.

The Bey of Tunis is equipping his whole naval force with the utmost expedition, as is supposed to act against the Americans. Three of his Frigates, carrying from 24 to 32 guns, are now fitting out at Malta; and a Frigate of 32 guns, and a number of smaller Vessels, are getting ready at Tunis.

The Pirates from the coast of Barbary have become very audacious in th Mediterranean. Lately they approached Palermo, and destroyed the implements which served to take the tunnies *(thon.)* They took besides two boats, and carried away into captivity two clergymen, who took a walk at some distance from the ramparts of that city.

Not less than four hundred vessels have been laden with wheat at Odessa, in the Black Sea, principally for the supply of the Spanish ports—the residue is consigned to the garrison of Malta.

Leghorn, July 20. According to the French papers, since the English Ships of War have been stationed at the Hieres Islands, two Frigates are cruizing be-

fore Genoa. These, and the English boats on the Genoese coast, interrupt the trade of Genoa extremely. The navigation to this port on the contrary suffers no obstruction.

Genoa, July 16. According to accounts received here, the Fleet of Admiral Nelson, on the 11th inst. took and burnt five Genoese Merchant Ships near Marseilles. Another account states, that the English have taken the largest of the Hieres Islands, to the South of Toulon, with 1800 men and 81 pieces of cannon, and established there an hospital for 600 sick Sailors. The Fleet of Admiral Nelson, off Toulon, consists of 27 Sail.

Marseilles, July 21. M. Bill, the Danish Consul at Algiers, has transmitted to the Consuls and Agents of his nation resident in the maritime towns of the Mediterranean the following information:—"A Moor of Morocco, after performing a pilgrimage to Mecca, has established himself in the mountains, situated at the distance of thirty leagues east from Algiers. Being able to exhibit a few juggling tricks, which he pretends to be miracles, and leading a very austere life, as he observes with great severity the ordinances and practices of the Mussulman religion, he has found means to make himself be considered as a *Marabout*, a title of honour which has not maintained its character among us, and in this quality to form a very considerable party among the Cabailes, or inhabitants of the mountains, partly independent, which has been increased by some malcontents of this city and its environs. This Marabout has appropriated to himself the sea coast opposite to these mountains, and a small port called Jejili, situated between Bonghea and Bonne, whence he sends out a few Sandales, or small Barks of the country, carrying twenty or thirty men, armed with muskets, to surprise the Boats occupied in the coral fishery in the neighbourhood of la Calle. He has already taken six or eight, the Crews of which, consisting of fifty-four fishermen, have been conducted to the mountains." As this intelligence cannot fail of exciting alarm among the merchants, whose Vessels navigate these seas, M. Bill, in order to allay their fears, has thought proper to make known to the Consuls and Agents of his nation, that the Dey of Algiers has dispatched orders to the Bey of Constantine, to march immediately at the head of the troops under his command against this rebel, and that he has sent three Corsairs, to take, destroy, or blockade the Sandales, in the port of Jejili, so that no apprehensions need be entertained in regard to Merchant Vessels in these seas. M. Bill, however, cautions navigators not to approach too near to the land between Bonghea and Bonne, until the Pirates of Jejili have been destroyed.

The French Privateer Esperance, which some time ago captured a Cutter with Dispatches for Lord Nelson, has now again carried into Alicant two other English Ships, richly laden, which two days before had sailed from Gibraltar, and were destined for Malta. The Captain's share of prize money in these three captures amounts to 600,000 livres, 25,000l.

NORTHERN STATES.

The Emperor of Russia has inspected the Fleet at Cronstadt, and reviewed the Sea Battalions, Crews, and Marines. But it is not true that this Fleet has yet sailed; many even believe that the report of sixty thousand men being encamped on different parts of the coast of the Baltic, and destined for some maritime expedition, is without foundation, or, at least, exaggerated.

Copenhagen, July 17. The Russian Fleet at Cronstadt consists of ten Ships of the Line and four Frigates, the Commanders to which have already been appointed.

Vienna, July 17. We have lately received intelligence from Odessa, that, in pursuance of an ordinance of his Russian Majesty, an embargo has been laid on all the Vessels in that port; from whence it is concluded, that the Russian Government purposes to embark all the troops cantoned in that neighbourhood. From Trieste they write, that another French Privateer had entered that port on the 28th ult. Having saluted the Fort with five discharges, she cast anchor at a small distance from the English Ships. Other Privateers of the same Nation were expected there.

Gottenburgh, August 4. Two English Frigates are cruizing off the coast of Norway, which it is hoped will soon scour those seas of the French Privateers

that have for some time infested them. A Swedish gentleman, who has lately arrived here from Boulogne, says, that the greater part of the French Gun-boats, by their continual beating upon the ground, which is more particularly hurtful to them from the weight of metal they carry in the bow and stern, will in a short time be rendered unserviceable.

Letters have been received at Hull, from Bremen, stating, that the French had stopped all Vessels within three leagues of that place, and carried them into the small river Lesum; which, to all appearance, would stop the transport by land from Varel to Bremen.

New Beacons in the Baltic. The late German papers contain the following article:—On the 20th of last November, the Fire Beacon upon Cooksheer, the want of which has caused so much damage among Shipping, was renewed, being elevated 105 English feet higher than the surface of the water, and lighted with reflectors, after the English manner. In the same way all the Russian Beacons upon the coast of the Baltic have also been fitted up, by which means the dangerous shores of the Island Oefel, so fatal to commerce, may in future be avoided. At each of these Beacons a Captain of the Fleet is stationed, to whom the management of affairs relative thereunto is entrusted. Every new undertaking of this nature will be announced to the public without loss of time. The zeal of the august head of the Empire affords reason to hope for the further extension of such important plans, which do honour to the nation, and the most essential service to trade in general. The actual illumination of these Beacons will take place every season, as soon as ever the breaking of the ice is complete, in May, and continue to burn as long as the navigation is open.

Copenhagen, August 11. A Russian Fleet, of nine Ships of the Line, and several Frigates, is cruizing near Bornholm, but has not as yet entered our road. It is expected, however, that three or four Ships of the Line, and three Frigates, will proceed to the North Sea; in which case they will make their appearance in our harbour.

Elsineur, August 11. The Russian Squadron, which is said to consist of seven Ships of the Line, and six Frigates, is now in Flogen Bay. The Russian Envoy at Copenhagen, M. de Kisakewitz, has been on board. It is said that two Ships of the Line, and some Frigates, will pass the Sound into the North Sea. There are no land forces on board this Squadron.

The Petersburg Gazette, of the 31st of July, contains the following article:—His Imperial Majesty testifies his acknowledgment to the Commander of the Squadron which is sailing from Cronstadt for a campaign, Vice-Admiral Crown, for his exertions, by which he has put it into proper order, and taught the Crew the management of the sails and guns; likewise to Rear-Admiral Laumin, and especially to the following Commanders of Vessels:—Captain Mitkow, of the Ship Jaroslawl; Captain Count Haiden, of the Conception of St. Anna; Captain Hamilton, of the Archangel Michael; Captain Lieutenant Von Desin, of the Frigate Theodosia; Captain Lieutenant Powalischin, of the Leghoi; Captain Lieutenant Casliwzow, of the Dispatch Cutter, for the good effect of their sails and guns; as likewise to the Deputy Captain of the Port of Cronstadt Rear-Admiral Massojedow, and to his Assistant, Captain But-chenskoi, for the complete provision made for that Squadron of all necessary stores and materials: and his Majesty gives to the Crews of the Ships Jaroslawl, the Conception of St. Anna, the Frigates Theodosia and Leghoi, and the Dispatch Cutter, one rouble each man.

FRANCE.

The Emperor has decreed new uniforms to the Sailors composing the Crews of his Fleets and Flotillas. They are in future to be dressed in blue jackets, in the manner and of the cut of those of dragoons; red waistcoats, with gilt buttons; blue cloth pantaloons for Europe, but blue Nankin for the East and West Indies. They are to wear red stockings of wool in Europe, but of cotton in the other parts of the world. Their shoes are to be pointed, with round buckles; and their hair to be cropped, without powder. They are to change their shirts three times in the week, and each Sailor is to have three shirts, one white and two coloured ones. When on shore they are to wear small cocked hats; but,

when on board, except the Forecastlemen, the other may wear round hats. Their night caps are to be red, and washed once in the week. Their neck-cloths are to be, for full-dress, of black silk; but otherwise, of cotton, dyed black. Each man is to have two night-caps and two neck-cloths. Besides a boarding-axe, each Sailor is to be armed with one short sword, a dagger and two pistols, small enough to be placed in the pockets of their trowsers. Each man is allowed two pipes in the week, and half a pound of tobacco for chewing, and a quarter of a pound for smoking, if the Commanders think the latter may be permitted without danger. When at anchor, they are to bathe morning and night, for half an hour each time; when at sea, they are to wash their bodies all over twice a week. They are to comb out their hair three times in the week, and to be shaved once every four days. When in Europe, they are, for exercise, to dance for an hour every Sunday; but, when in warm climates, for half an hour every second day. They are, to avoid scorbutic complaints, to wash their mantles twice in the week with vinegar, and once with fresh water.—(*Journal de Paris.*)

NARROW SEAS.

August 7. Admiral Cornwallis sailed on Tuesday in the Glory, of 98 guns, to resume the command of the Fleet off Brest. Dispatches, received from the Admiralty, at Portsmouth, in the course of the morning, were immediately sent after him, in the Rose Cutter, which overtook the Glory at St. Catharine's Point, as she was standing down Channel.

Falmouth, Aug. 10. Arrived the Diana Packet, St. Aubyn, with mails from Lisbon, in 15 days; left there the Prince of Wales Packet, which arrived out in five days, and la Revolutionaire Frigate; the Amphion Frigate sailed a few days previous on a cruize; the Charlotte Portuguese Frigate had sailed the 20th ult. for France, with a great quantity of specie on board. Last Monday, in lat. 45° 4', long. 11° 10', saw four Sail of the Line steering W. S. W., the wind then E. N. E.; they made signals to the Diana, which Capt. St. Aubyn did not understand. Also arrived his Majesty's Ship Orpheus, of 32 guns, Captain Hill, from Portsmouth; the Mangles East Indiaman, Captain Reed, for Bengal; the Chatty, Seager; Iris, Smith; and British King, Lamb, for Quebec; Two Elizas, Boulton, for Newfoundland; Olive Branch, for Halifax; Cyrus, West, for the South Seas; Lady Warren armed Ship, Captain M'Kellar, from a cruize; and Prussian Dogger, Crisis, Capt. Berts, from St. Martin. Sailed the Hind Cutter, Allen, on a cruize. Put back the Queen Charlotte Packet, for America; Chesterfield ditto, for Jamaica; and Townshend ditto, for Lisbon, by contrary winds.

Brighton, Aug. 12. The weather, during the whole of Friday night, was extremely damp and tempestuous, the wind blowing exceedingly strong from the South, and causing a very heavy surge in the Channel. About six o'clock P. M. a large square rigged Vessel was distinguishable in the offing, which, as she drew nearer to the shore, hove out signals of distress. In about an hour, one of the Boats, manned by ten of the most hardy fishermen, put off to her relief; but the billows rolled so tremendously high, that on their reaching the Vessel, some hours elapsed before they could succeed in getting on board. The Boat in fact did not return to land until the following morning, when we learned that the Vessel was the George Hibbert, richly laden, from the West Indies, and much distressed from having unfortunately been separated from the late Jamaica Fleet, by losing her rudder. The Captain of the Vessel, of the name of Thompson, who accompanied the fishermen to land in the Boat, soon after set off for Shoreham, from whence a rudder, with all possible speed, was procured, and taken off to the Ship; but the weather yesterday was not sufficiently mild to enable the men to repair the defect. The whole of last night was excessively turbulent, and great apprehensions were consequently entertained for the Ship's safety; but we are happy to announce, that, at day light, she was seen securely riding at anchor in the offing. The wind, though somewhat moderated, still blows hard; but the Vessel, at two o'clock P. M. to-day, was in a state to proceed for the Downs, and has now been out of sight some hours. At eleven A. M. to-day, a large Lugger hove in sight, which not answering the

secret signals of the telegraph, others were immediately hoisted, to announce that there was an enemy in the Channel. Three guns from the fort were soon after discharged, and an immense confluence of pedestrians presently collected on the Cliff. The Lugger, about mid-day, was observed to speak to a Collier-brig, and the general conjecture was that the Collier was captured, until the Lugger, drawing nearer to the land, answered the necessary signals, and quieted our apprehensions. The Lugger proved to be the Folkstone, in his Majesty's service.—The Prince was on horseback during the greater part of the morning of yesterday; and in the afternoon, with the greater part of the fashionables here, paraded the Steyne for several hours. The Marchioness of Downshire is in the list of recent arrivals.—The various places of divine worship to-day have been very numerously frequented. The Chapel Royal contained a very large proportion of our fashionable visitants. The Sussex Militia, it appears, have received a countermand, and consequently will not march from this place to encamp, until after the harvest. General Lennox is still to remain at Seaford.

Falmouth, Aug 19. Sailed his Majesty's Ship Orpheus, Captain Hill, from Portsmouth, for Halifax, Newfoundland, &c. with the following Vessels under convoy; viz. Mangles, Reed, from London, for Bengal; Chatty, Seager, from Plymouth, for Quebec; British King, Lamb, from London, for Quebec; John Elizas, Boulton, from London, for Halifax; and Cyprus, Watts, from London for the South Seas; also Lady Warren armed Ship, M'Kellar, for Plymouth. Also sailed the Walsingham Packet, Roberts, with mails of the 14th instant, for Lisbon.—The Townshend packet, Dodd, and Queen Charlottee ditto, Mudge, sailed on the 17th instant; the former for Lisbon, with two mails (31st ult. and 7th instant), and the latter for New York and Halifax, with mails of the 1st instant. The Prince of Wales Packet, Todd, arrived on Thursday last, in ten days, from Lisbon; left lying there the Auckland Packet. The Prince of Wales has not brought any particular news.—P.S. The outward-bound Lisbon, Oporto, and Mediterranean Fleets still remain, waiting the arrival of those from Portsmouth.

Dover, Aug. 27. The Cutter mentioned in my last to have been sunk off Boulogne was the Constitution, as was conjectured here; the Master, Mr. Mowle, came here this Morning; he says that the Cutter was within half a gun shot of the shore, engaging a Gun-brig, of 12 long guns, and two Lugger-rigged Yachts, painted with white bottoms, green sides, and richly gilt; they were supposed to contain some Officers of great distinction. When the Cutter's guns, which were short carronades, 12 pounders, were near enough to do execution with grape-shot, the Luggers lowered all their sails and masts, and rowed as fast as possible for the shore; the Cutter following them, received a 13-inch shell, which fell on board between the companion and skylight, went through her deck, stove a skuttle-butt, and went out of her run; the hole it made was so large, that all attempts to stop the water were fruitless; they hoisted a signal of distress, and in a few minutes several Boats from the Squadron came to their assistance, and took out all the Crew unhurt; one boy was standing near where the shell fell, handing a cartridge; he was knocked down by the wind of the shell, but received no further injury. Notwithstanding some thousands of shells and shots were thrown, the damage done to our Squadron was very small. The Immortalite Frigate was struck by a shot, which wounded three men, and an 8-inch shell fell on board the Harpy Brig; it went through the deck, killed one man, and broke a beam asunder, which luckily tore out the fuse, and it fell into the hold; one of the men instantly took it in his arms, and put it into a bucket of water. Several of the Ships received shots in their sails, &c. but no more lives were lost.

NORTH SEA.

Deal, July 14. Sailed his Majesty's Ship Trusty, on a cruize off Boulogne.—Remain in the Downs the rest of the Ships as per last.—Sailed the Champion Frigate on a cruize to the coast of France.

July 15. Sailed the Zebra Bomb to Dungeness.—Arrived the Bloodhound Gun-brig, from a cruize off the coast of France, and remains in the Downs with

his Majesty's Ships Monarch, Utrecht, Veteran, and Inflexible; Virgini and Castor Frigates, Hermes Sloop of War, and Tartarus Bomb; armed defence Ships and Transports as before.—P.S. Sailed the Bloodhound Gun-brig, on a cruize to the coast of France.

Yarmouth, July 15. Friday P.M. arrived the Scorpion Sloop of War, with four large Boats laden with naval stores.—Sailed l'Africaine Frigate, and the Scorpion Sloop.—Yesterday sailed the Argo Frigate, to join the Fleet off the Texel; the Cruizer Sloop of War, Vixen Gun-brig, Betsey and Lord Nelson Cutters, on a cruize. This day sailed the Clyde Frigate, Captain Oliphant, for the Fleet under Admiral Thornborough. Arrived from a cruize the Snipe Gun-brig, Princess Augusta, and two other Cutters.—The Rose East Indiaman, detained by the Beaver Sloop, has been released, and sailed this morning.

Dover, July 15. A very heavy firing has been heard here to-day from about four in the morning until about one P.M. The wind being easterly, we conjectured that it might be some of the enemy's Gun-boats going down along shore; it is, however, reported that it was owing to three of our Gun brigs being becalmed close in under the enemy's batteries, and the enemy throwing shells at them. It blows fresh at east—Remain in the roads the Ardent, of 64 guns, a Frigate, and a Gun-brig.—Sailed, to join the Dungeness Squadron, the Countess of Elgin hired armed Cutter, Lieutenant Dickenson.—A Lugger is reaching across from Boulogne, supposed with dispatches.

Deal, July 16. Little wind at S. Sailed yesterday, after post, the Norfolk armed Ship, Lieutenant Sinclair, to Leith; also the Hermes Sloop of War, on a cruize to the coast of France. Arrived the Scourge Sloop of War, with a convoy from the westward, which are sailed for the river. Much firing has this day been heard at Deal from the S.E. direction from off Boulogne, supposed an affair between some of our cruizing Squadron and the enemy.

Deal, July 22. Sailed the Melpomene armed Transport, Captain Watson, to Sheerness, to take in extra guns. Arrived and sailed for the river, the Isabella, Green, from Charleston; Princess Elizabeth, Foresdale, from New Providence; and Jane, Gillis, from Ireland. Sailed, l'Aimable Frigate, Captain Bolton, off Ostend, to relieve the Crescent, Captain Lord William Stewart. Arrived the Minorca and Aurora Transports, from Barbadoes, under the command of Lieutenant Coggan. Came down the Willington and Walker Transports. Arrived the Immortalite and Champion Frigates, Orestes and Speedy Sloops of War, Fury Bomb, Bruizer and Blazer Gun-brigs, and Milbrook Schooner, from off the French coast, with the loss of anchors and cables.—P.S. Arrived the Harpy and Zephyr Sloops of War, from the coast of France, the latter with loss of fore-top-mast. A few nights since, in a hard gale of wind, the enemy lost two Gun-brigs and three Luggers sunk. Several others drove on shore near Boulogne.

It appears from private accounts, that the havock lately made amongst the French Flotilla off Boulogne, was much greater than has been recorded in the Gazette.

July 24. Yesterday evening the weather being clear, and the sun shining upon the French coast, we had a very good view of the enemy, and have clearly ascertained that their loss in the gale of Friday and Saturday last has been very considerable. We distinctly counted nine wrecks on the rocks between Portel and Boulogne; and from the boldness of the coast and the tremendous sea, when they went ashore, it is scarcely possible that any of the people on board, 500 in number at least, could have been saved: the entire coast between Boulogne and Portel was covered with waggons and soldiers, clearing away wrecks, and an immensity of small Boats were engaged in searching the bottom for different articles. In the space of fifty yards, close under Portel, there are a Gun-brig and four Luggers dashed to pieces. The few Brigs that succeeded in getting into Boulogne seem to be much damaged in their masts and rigging; indeed from the amazing surf, when getting in, it is impossible that it could be otherwise. Altogether, the loss of the enemy, on Saturday morning, has been the most severe they have met with since the commencement of the war; and it is highly probable that the soldiers will not be so sanguine for the expedition, after having had such convincing proofs of the danger attending it,

and having seen our Ships ride out gales of wind in perfect safety, when they have invariably suffered, both in Men and Vessels.

The Stately, of 64 guns, is in Long Reach, on her way to the dock-yard, to be paid off; her men will be drafted to the Adamant, of 50 guns, Captain G. Burlton, now nearly ready for sea.

Sheerness, July 24. The Glory, of 98 guns, Captain Martin, has sailed from the Nore for Portsmouth, *there* to be completed and *paid*, much to the annoyance of the slopsellers, and other sharks, at this port. When paid, she is to join the Channel Fleet. The Antelope, Captain Bezeley (acting for Sir Sidney Smith), is nearly ready for sea, and is to be paid her wages on Friday morning. The Princess of Orange, of 74 guns, is also in a very forward state. The Seine Frigate (late Ambuscade, Dutch,) was taken into dock this day, at one o'clock, to be repaired.

Deal, July 24. Sailed yesterday, after post, the Alert Lugger, with the outward-bound under convoy, for Portsmouth; Speedy and Harpy Sloops of War; Jamaica Frigate; Bloodhound, Archer, Flamer, Bruizer, Blazer, and Mariner Gun-brigs, on a cruize off the French coast.

July 25. Wind S.W. Sailed the Orestes Sloop of War, with the Ceres, Crown, Monarch, and Eliza Tupper, coppered armed Transports, under convoy to the Northward; Champion Frigate, and the Zephyr Sloop of War, for Sheerness. Came down the Melpomene and Princess Royal coppered armed Transports, which remain in the Downs with the rest of the Ships as per last. Arrived the Matilda (cartel), Captain Drinkwater, from Madras and Pondicherry, with French soldiers, taken out by Admiral Linois, and surrendered at the latter place: she sailed from St. Helena on the 26th of May, and left lying there his Majesty's Ships Plantagenet and Egyptienne; Britannia and Georgiana, Company's armed Ships.

Yarmouth, July 29. Yesterday sailed the Lord Nelson and Drake Cutters, on a cruize. This day sailed the Mermaid Revenue Cutter, with a person on board reported here to be Johnson the noted smuggler, as he answers the description given of him. He was found secreted on board a Vessel brought in here by the Repulse Revenue Cutter a few days ago. The Vessel had been detained some hours before he was discovered. He was sent on board the Admiral's Ship, where he was examined, and on him was found an American pass for six months, two of which are expired. Arrived the Vixen Gun-brig from the Fleet off the Texel, which she left all well. Sailed the Stag Cutter, with fresh provisions for the Fleet off Flushing. The Prince of Wales Packet, Captain Thomas Hearn, remains wind-bound. Captain Malcolm, arrived in the Vixen, was succeeded by Captain Hope, on board the Defence.

Deal, July 30. Arrived the Hermes Sloop of War from a cruize. Sailed the Princess Charlotte Schooner, with the British King, and Olive Branch, for Halifax; and several others, outward-bound, under convoy to Portsmouth. Sailed also the Fury Bomb, on a cruize to the French coast; and the Indus East Indiaman for India. Came down from Sheerness his Majesty's Ship Antelope.

Sheerness, July 31. Yesterday morning, about six o'clock, the Barge belonging to Rear-Admiral Rowley, the Commander in Chief, accompanied by the Yacht of Commissioner Grey, left this place for South End, for the purpose of conveying here her Royal Highness the Princess of Wales and suite. About two o'clock, her Royal Highness embarked on board the Yacht, bearing the Royal Standard, accompanied by Miss Fitzgerald and Sir Thomas Wilson, and got under weigh with a favourable breeze. The Yacht had not proceeded half way over, when a calm came on, which obliged her Royal Highness to go into the Barge with Commissioner Grey, where Admiral Rowley and Captain Manby were waiting to receive her. The Royal Standard was then shifted on board the Barge, from whence her Royal Highness landed at the dock-yard about five o'clock. As she passed the several Men of War lying at anchor, they manned their yards, and paid every mark of respect.

At landing, the respective Officers of the Dock-yard received her Royal Highness, and conducted her on board the Vindictive, bearing the Royal Standard, and commanded by Admiral Rowley, where an elegant dinner was provided; the Band belonging to the Admiral playing the whole time. At nine o'clock,

her Royal Highness and party repaired to the quarter-deck, which had previously been covered with an awning, and decorated with a profusion of variegated lamps. Country dances shortly after commenced, in which her Royal Highness took an active part, and occasionally danced with Commissioner Grey, Admiral Rowley, Captain Manby, of the Africaine, and Captain Beresford, of the Virginie Frigate, which latter Ship arrived at the Nore about six o'clock, for the purpose of being paid off and undergoing a complete repair. The dancing continued till near two o'clock this morning, when her Royal Highness partook of some refreshments, and embarked in the Admiral's Barge to be conveyed on board the Yacht, which lay at the Little Nore, accompanied by Commissioner Grey, Admiral Rowley, Captains Manby and Beresford, and the Governor of the Garrison. Before her Royal Highness's departure, she requested Commissioner Grey and Admiral Rowley to thank the several Officers of the Dock-yard in her name, for the very great attention and respect which she had experienced.

It was the intention of her Royal Highness to visit the Garrison, for which purpose the men were drawn out, and the guns on the battery prepared to fire a royal salute; but the late hour at which her Royal Highness arrived, prevented this ceremony taking place.

August 2. Dispatches were received at the Admiralty, from Lord Keith, giving an account of the failure of a gallant attempt made by the Boats of the Leda Frigate, to cut out one of the enemy's Gun-vessels from Boulogne Roads. On Sunday evening, Lieut. M'Lean, with two Midshipmen, and about thirty Seamen and Marines, volunteered their services to go into the harbour, and cut out a fine Gun-brig, which was moored not far distant from our Squadron. The attack was commenced with characteristic spirit, and our brave Tars succeeded in the first instance, after a smart conflict, in boarding the Vessel, and cutting her a-drift. The flood tide, however, running very strong, the gallant captors could not row out their Prize which unfortunately drifted among the whole line of Brigs that were moored in the road, where she was exposed to the fire of several of them, and after a spirited resistance was retaken by the enemy. One of our Boats effected her escape, with the Lieutenant and twelve of the Seamen on board, besides two killed and two wounded. The other Boat was captured; and we lament to find, that the two Midshipmen and eighteen of their brave companions, were either killed or taken prisoners. The men missing, exclusive of the Midshipmen, are, the Captain's Clerk, eleven Seamen, one Serjeant, one Corporal, and five Marines. The loss on board the enemy's Vessel is supposed to amount to between fifty and sixty men killed and wounded. The Leda returned to the Downs on Wednesday, and in the course of the afternoon landed the wounded men at Deal, who were immediately sent to the hospital.

The following are some further particulars of the gallant attempt of two of the Boats of the Leda to cut out a French Lugger in Boulogne Roads:—

" The Lugger had upwards of a hundred soldiers on board, and they being completely prepared, and on the alert, permitted the Boats to come alongside without firing a shot. The Soldiers were of the Boat's Crews, consisting of 38 men, drawn up abaft, and made no kind of resistance until the entire were on board, when they fired a volley and charged bayonets. The conflict was here most terrible, and several of our men behaved in the most heroic manner. The Serjeant of Marines particularly distinguished himself, having killed several of the Frenchmen. He and the Corporal, Lieutenant M'Lean, and the Captain's Clerk, however, soon fell, and the French began to overpower the remainder. Those that survived were principally thrown overboard in the conflict; and out of the 38 men only fourteen returned to the Ship, leaving behind them one of the Boats. A French Brig close to the Lugger during the contest, opened a heavy fire of grape shot, and killed a number of men."

It is a curious circumstance, that poor Lieutenant M'Lean, of the Leda, was found literally stuck to the mast of the French Gun-brig, with seven bayonets through his body. He fought most gallantly, till overpowered by numbers.

Deal, Aug. 4. Sailed through the Downs yesterday after post, the Mary, Taylor, for Mogadore Yesterday evening the Orestes Sloop of War arrived from the northward, with the Crown, Monarch, Elisha Tupper, and Ceres

Transports, with Troops under her convoy, which sailed this morning for Ramsgate Pier, where they disembarked. Came down from the River the Harriet East Indiaman, Captain Lynch, for the East Indies.

August 5. Came down from the River, the Hon. East India Company's Ships, Lord Keith, Ramadge; Huddart, Bailey; Union, Macintosh, for the East Indies. Arrived from a Cruize off Boulogne, the Harpy Sloop of War, Fury and Sulphur Bombs.

Yarmouth, August 4. The Paul and Elizabeth, of Kragoroe, in Norway, Raven, Master, from Christiana, with deals, bound to London, is brought into these Roads by a Pilot-Boat belonging to Winterton, she having got on Happisburgh Sand in foggy weather, and received considerable damage. Sailed the Vixen Gun-brig, and Alert, on a cruize. Remain in the Roads, the Monmouth, Hind, Speedy, Ferreter, Hawke, and Venus.

Dover, August 7. The following particulars of the Bombardment of the enemy's Flotilla, and town of Havre-de-Grace, I send you, as just received from an Officer in our Squadron:—

On the 1st inst. the Melpomene, Captain Oliver (Commodore); with the Trusty, Magnanime, Ariadne, Favourite, and Merlin; Explosion, Hecla, Meteor, and Zebra Bombs; Locust Gun brig; King George, Hope, Countess of Elgin, and Nancy Cutters, went into the mouth of the Seine, and attacked the enemy's Flotilla, consisting of twenty-eight Gun-brigs, and between forty and fifty Luggers, all full of Troops. The attack commenced about half past seven, and ended about half past eight P. M. At nine the Squadron anchored outside the River, and at half past seven in the morning of the 2d instant, the Bombs began to throw shells again, which was warmly returned by the Batteries and the enemy's Flotilla, until several of the Batteries were silenced by our fire; two of the large Gun-brigs and five Luggers came out to attack the Bombs, and hulled them several times, but without killing any body. On a signal, the Locust Gun-brig, Lieutenant Lake, was gallantly led in to attack them, assisted by the Hope, Countess of Elgin, and Nancy Cutters, supported by the Merlin, and soon obliged the enemy to sheer off with great loss, the Locust gallantly following them until she was prevented by the shallowness of the water, and loss of main-top and top-gallant masts. At forty minutes past ten our Ships hauled off, having expended 432 shells, and all their ammunition. The inhabitants were obliged to leave the town, and some hundreds of them were seen on the adjacent hills. The enemy's Flotilla retreated up the Seine in the greatest confusion, and must have suffered a very heavy loss. On our side not a life was lost.

PLYMOUTH.

Plymouth, June 26. Arrived from the Fleet off Brest, the Boadicea, 44 guns. The Fleet were all well; the enemy as usual. Captain Seymour, of the Colossus, returned in the Boadicea, as Captain G. Martin, her old Captain, has re-joined her. Arrived the Venus Cutter, and a Revenue Cutter, having under convoy the beautiful new Sloop of War the Wolfe. The Warrior, of 74 guns, Captain Bligh, now fitting for sea in Hamoaze, it is supposed will be ordered to the East Indies. Came in the Nimrod Cutter, of 14 guns, with her prize, a beautiful large Lugger, the Fanny, Palperro, taken after a long chase, off Lundy Island; she had landed 450 ankers of her cargo, and there were on board at her capture 400 ankers left, which were landed at the Quay.

Yesterday his Majesty's free pardon was received from the Lords of the Admiralty by the Port Admiral here, for Lieutenant the Hon. A. Jones, condemned to die by the sentence of a Court Martial ten days ago, for striking his superior Officer on board the Naiad, 31 guns, Captain Wallis, but recommended by the President and Members to his Majesty's mercy; he was also restored to his rank in the service. His sword was returned him, and he appeared greatly affected at this fresh instance of his Majesty's clemency.

27. Cawsand Bay is now almost clear of Ships; the Foudroyant, 84 guns, Captain Puget, sailed last night, and there is only now left in the Bay the San Josef, 110 guns, and Prince Frederick, 64 guns. The former takes her bullocks on board to-morrow, and will sail on Friday or Saturday. Came in this forenoon, the Felix armed Schooner, 14 guns, Lieutenant Bourne, with three valuable Chasses Marees, her prizes, having on board several chests of silver,

about 160,000 dollars, captured close in with the French coast, bound from Corunna to Bayonne, in France, supposed to be part of the French subsidy from the Court of Madrid.

28. Came from the Fleet under Admiral Cornwallis, the Defiance, of 74 guns, Captain P. C. Durham, to refit, water, and victual; she left the Fleet all well last Monday. Sailed for Guernsey with orders, the Venus. Went down into the Sound, having refitted since her return from the West Indies, the Camel, of 44 guns, Captain Apthorpe; she sailed directly on a cruize. Came in from Bristol a fine new Sloop of War, just launched, called the Albacore, 18 guns. Sailed on a cruize the Ranger Cutter, 14 guns, Captain Frazer. Came in a French coasting Brig, 100 tons burthen, prize to one of our cruizers. The Atlas is expected here from the North Seas to join the Channel Fleet, as she draws too much water for the former station. The Brilliant, 28 guns, will sail in a few days with the convoy for Cork.

30. Came in, a Spanish Brig, el Nombra del Jesus, deeply laden with soap, brandy, &c. bound for Morlaix, but sent in by the Colpoys, 16 guns. When the above Brig left Bilboa, there was lying in that harbour a large French West Indiaman, richly laden, waiting for an opportunity to get out and sail for a French port. Came in from off Ferrol, the Spartiate, 84 guns; left the Squadron off there all well a few days since. Came in from cruizing off this harbour, the Foudroyant, 84 guns, Captain Puget: she will soon sail again to join the Fleet.

July 1. Yesterday morning the chests of dollars, taken in the three Chasses Marees off the coast of France, by the Felix Schooner, Lieut. Bourne, were landed by the Agent, put into Russel's waggon, under an escort, to be forwarded to the Bank of England as bullion. The dollars were secreted under a quantity of Indian corn in each Chasse-Maree, with which they were laden in bulk. Orders came down to day to enlist in the Royal Marine Corps here, any Swiss Sailors or Soldiers who may have been pressed into the French service, or detained as French prisoners on board the Prison Ships here. Several Swiss, on the news being sent on board, cheerfully entered; they were fine young men, and execrated their unnatural fraternization with the Great Nation. The Defiance, of 74 guns, Captain P. C. Durham, has sailed for Portsmouth. Came in from a cruize, the Plover, of 18 guns, Captain Hancock, and two Revenue Cutters.—This forenoon twenty bullocks and vegetables were shipped on board the San Josef, of 110 guns, Vice-Admiral Cotton, and the Foudroyant, of 84 guns, Captain Puget; both will sail to morrow, to join the Fleet off Brest.

3. Arrived from the Fleet off Brest, the Minotaur, 74 guns, Captain Mansfield; she left them all well on the 30th ult. the enemy exactly as usual, not having made any movement whatever. In a heavy fog which continued three days last week in Brest Road, and on the coast, from a number of signal guns being fired in the enemy's Fleet, it was imagined they would make a push out, but when the fog cleared off, they were perceived as usual, and had only shifted their births in the outer road.

Sailed the San Joseph Man of War on a cruize; and the Lady Warren armed Ship, with a Fleet under convoy to the eastward.

The Surinam Sloop, 18 guns, Captain H. Waring, is paid off at Plymouth.

PORTSMOUTH.

June 28. The Duke of Montrose, and Worcester, Indiamen, arrived this morning in the river.—Sailed the Prospero Bomb, Capt. Jones, for a cruize.—Came into harbour, the Lugger captured by the Orpheus. The Squirrel Frigate, Capt. Brown, is appointed convoy to the coast of Africa. Arrived the Magnanime Frigate, from the Downs.

29. Arrived the Falcon Revenue Cutter, from Guernsey and Jersey. Sailed the General Doyle Cutter, with dispatches for Guernsey. His Majesty's Ship Fisgard is appointed convoy for Gibraltar, &c. Wind S. W.

July 1. The Baring, United Kingdom, Lord Hawkesbury, Duke of Montrose, Worcester, Monarch, and Sovereign, Indiamen, are arrived at the Motherbank, to proceed to India, under convoy of the Culloden, 74 guns, Capt. Cole; Sir E. Pellew is expected on Monday to hoist his flag. The Alexander is to arrive from the Downs. The 17th regiment, at Cowes, and a number of troops from the depot in the Isle of Wight, are to embark on board the India-

men. Yesterday Mr. W. Watson, Master of the Megæra, was sentenced to be dismissed from His Majesty's service, and to serve in such other situation as the Commander in Chief at this port shall direct, for repeated drunkenness, and neglect of duty. Sir J. Coffin, Bart. President.

2. The Ajax, 80 guns, was put in commission this morning by Lord Garlies. The Glory, 98 guns, will be fitted for the Channel Fleet, to replace the Defiance, which will go into dock. Arrived the Alexander, Mangles, and Monarch, outward-bound Indiamen, under convoy of the Scourge Sloop; the 17th regiment will go out in these Ships. Sailed the Fisgard, 44 guns, Lord M. Kerr, for the Mediterranean.

2. Arrived this morning the Scourge Sloop of War, Captain Wooldridge, with the Alexander, Mangles, and Monarch, East India Ships, under convoy from the Downs; the 17th regiment are to embark on board of them. Sailed the Fisgard, of 44 guns, Captain Lord M. Kerr, for the Mediterranean; the Squirrel, of 24 guns, Captain Brown; and the Lark, of 16 guns, Captain Langford, with a convoy for Africa; and the Megæra Sloop of War, Captain Duff, with a convoy for the Downs. The Defiance, Captain Durham, is ordered to be docked here; and the Glory, of 98 guns, to be completed for the Channel Fleet. Lord Garlies commissioned the Ajax of 80 guns, this morning. Lady C. Durham arrived at the Fountain yesterday.

4. Sir Edward Pellew hoisted his flag on board the Culloden, Captain Cole. She has made the signal for sailing, and will sail on Friday, with the India convoy. Arrived the Defiance, of 74 guns, Captain Durham, from Plymouth, to be docked.

5. Arrived the Ranger Sloop of War, Captain Coote, from the Squadron off Havre. This Ship, with two others of the Squadron, went into Havre to tempt a squadron of 40 Sail of Gun-brigs to come out, but they would not. Sailed the Entreprenante Cutter, Lieut. Young, on a cruize. The East Indiamen are detained by some trifling repairs; it is supposed, should the wind continue fair, they will sail on Saturday.

14. The Gibraltar, of 80 guns, Captain Ryves, arrived at the Motherbank this morning, from Naples, where she was a Guardship eight months, till the Kent, Captain Malcolm, relieved her. She sailed from Naples the 7th of May, left Lord Nelson off Toulon on the 31st, Gibraltar on the 18th of June, and Cadiz on the 23d, with five Merchantmen, which arrived with her. Naples is in a state of perfect quietude, although the French party are very powerful, the Nobles in particular wishing for a change of Government. Lord Nelson's Fleet are in perfect health, consisting of nine Sail of the Line; and the French Fleet are of the same force in Toulon, badly manned. Our Fleet get good supplies of provisions from the Magdalena Islands; but hardly a week passes that they do not encounter severe gales of wind in the Gulf of Lyons. The Superb is gone to Malta to refit. Seventy Gun-brigs have lately come down the Seine, and joined the Flotilla at Havre. It was expected on Wednesday evening last that the whole force would attempt to come out; Captain Oliver, of the Melpomene, in consequence dispatched the Nancy Cutter to this port, with advices of his apprehensions. The Orpheus Frigate, Captain Hill, and the Ranger Sloop of War, Captain Coote, are ordered to the Mediterranean.

17. A heavy firing was distinctly heard here last night from the S. W. which was supposed to have been caused by some movement of the enemy at Havre. (The Guard-ship Chichester, at St. Helen's, cleared for action.) But it has since been reported, and is generally believed, that the Melpomene Frigate, Captain Oliver, had engaged a French 50 gun Ship, which came out of Havre, and captured her, after an action of four hours, in which the Melpomene had 100 men killed and wounded. Arrived the Orpheus Frigate, Captain Hill, from a cruize. The Gibraltar, of 80 guns, Captain Ryves, was cleared from quarantine this morning, and came up to Spithead. The Assault Gun-brig has made the signal for a convoy to Guernsey.

July 24. Arrived the American Brig the Speedwell, from Boston, bound to Havre, detained by the Favourite Sloop of War. Sailed the Scourge Sloop of War, with a Fleet under convoy for the Downs.

July 26. This morning sailed the Ranger, of 16 guns, Captain Coote, for

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Newfoundland. Arrived the Glory, of 98 guns, Captain Martin, from the eastward; Pluto Sloop of War, from off Havre; and the Pheasant, of 18 guns, Captain Carew, from a cruize. The Epervier Brig has made the signal for a convoy to the West Indies. The Gibraltar, Captain Ryves, is ready to be paid off. The Ville de Paris and Calcutta have made the signal to come into harbour.

July 29. The Ville de Paris is come into the harbour, to be refitted for Admiral Cornwallis's Flag. The Epervier Brig, Captain J. Watson, has made the signal for a convoy to the West Indies. The Hind Cutter has brought into this port the Prussian Ship Van Embden, from Baltimore; and the Lion Cutter, the Packet of Embden, from Bourdeaux, laden with brandy, wine, &c. The Plantagenet and Egyptienne are waiting at St. Helena, to convoy home China Ships.

July 30. The Spider Brig, from the Downs, has arrived, and made signal for a convoy to Guernsey. Arrived also, to be coppered, the Swiftsure, 74, lately launched at Bucklershard. The Hydra has gone out of harbour, and the Gibraltar's Crew have been this day drafted on board the Glory and Ajax.

Promotions and Appointments.

Captain Lawford is appointed to the Command of the Polyphemus, of 64 guns, at Chatham, at which port that Ship has had a complete repair.

Nine Midshipmen, serving in the West Indies, have been made Lieutenants, for their services in the reduction of Surinam.

The report of Sir Sidney Smith having been appointed to the command of the Swiftsure, of 74 guns, (as stated in page 164.) is erroneous; the command of that Ship having been given to Captain Robinson.

Captain de Courcy, of his Majesty's Ship Plantagenet, who convoyed from St. Helena the China Fleet, has been presented by the Court of Directors of the East India Company with the sum of 500 guineas, for the purchase of a piece of plate.

The Committee at Lloyd's have given 20l. and a medal to the Sailor on board the Rattler Sloop of War, who lately, on a shell falling on board, took it in his arms and threw it overboard.

The Lords of the Admiralty have appointed Captain Faulkner to the Blonde Frigate, *vice* Captain Burn.

The following promotions in the Naval Medical Department have also taken place:—Dr. Snipe, Second Physician to Haslar; Mr. Forrest, Surgeon to the Prisoners of War at Norman Cross; and the Navy Surgeons are to be placed on the same respectable footing as the Army Surgeons, by order of the Admiralty.

Captain Nathaniel Dance, the Commodore of the China Fleet in their late engagement with Linois, was, on Tuesday, August 21, presented to the King at Windsor by Lord Castlereagh, when his Majesty was pleased to confer on him the honour of Knighthood.—Sir Nathaniel Dance is the son of the late Mr. James Dance, by his wife Elizabeth Hoper, who was the daughter of James Hoper, well known in the Long Room in the Custom House for near 50 years. Sir Nathaniel is grandson to the late, and nephew to the present, City Architect.

Lieutenant Sykes is appointed to his Majesty's Ship Penguin, bound to the West Indies.

Captain Roberts is appointed to the command of the Vertu French Frigate, captured in the West Indies, and recently arrived at Plymouth.

Mr. Bray, who distinguished himself at the Siege of Acre, under Sir Sidney Smith, is appointed Builder of the Dock-yard at Antigua.

Captain Renou is appointed to the command of the Zealand, of 64 guns, at Sheerness. Captain Campbell, to the Texel, to command Gun-brigs. Lieutenants Chester, to the Thrasher; Stow, to the Steady; Clements, to the Volunteer; Milner, to the Sentinel; and Swain, to the Attack, at Portsmouth. Captain Bevans, to the Trowbridge; Captain Thicknesse, to the Lady Melville; Mr. Stewart, to be Surgeon of the Calcutta; Lieutenant Purchase, to the Defiance; Captain Ricketts, to the San Joseph; Captain Burn, to the Beagle Sloop; Captain Waller, to the Prince William armed Ship; Captain Withers to the Tartarus; Captain E. Hawker, of the Mignone, to be a Post Captain; Captain Hardinge, to the Proselyte; Mr. Duncan, Master of the

Prevoyante, to be Master Attendant at Sheerness; Captain Fitzgerald, to command the Sea Fencibles at Brading.

Captain Heathcote, son of Sir W. Heathcote, is appointed to the Cyclops, lying Guardship at Lymington. Captain Fyffe is appointed to the Rain-deer Sloop; and J. Dyer, Esq. is appointed Secretary to Greenwich Hospital, in the room of the late J. Ibbetson, Esq.

Captain Dilkes, of the Salvador del Mundo, is appointed Commissioner of the Navy at Jamaica, in the room of Captain Stirling, promoted to the rank of Rear-Admiral.

Captain Becher is appointed to command the Sea Fencibles at Alnwich; Captain Wooldridge, to the Elk Sloop of War; Lieutenant Heslop, to the Phosphorus Fire-vessel; J. Tackle, Esq. to be Purser of the Royal Charlotte Yacht; and E. Bromley, Esq. to be Surgeon of the Vulture, stationed at Portsmouth.

BIRTH.

Sept. 7, the Lady of Captain Downman, of the Diomede, of a son.

MARRIAGES.

On Thursday, July 19, at St. Martin's in the Fields, John Wentworth Loring, Esq. Captain in his Majesty's Royal Navy, to Miss Anna Patton, daughter of Vice-Admiral Patton.

On Thursday, September 6, at Ringwood, Captain Sir J. Eyles, of the Navy, to Miss Penford, eldest daughter of the late Mr. Penford, Surgeon of Bishop's Waltham.

Captain Dilkes, of the Salvador del Mundo, at Plymouth, to Miss Epworth, daughter of the late Admiral Epworth.

On Wednesday, September 19, at Sherborne, Mr. Ashford, of Castle-Cary, to Miss A. Bechinal, daughter of the late Captain Bechinal, of the Navy, and sister to the Duchess of Roxburgh. They immediately set off for Southampton.

OBITUARY.

The French Papers announce the death of Admiral la Touche Treville, at Toulon. A Biographical Sketch of the Admiral appeared in the Moniteur of the 1st September, which we shall give in our next Number.

June 5, at Jamaica, of the Yellow Fever, the Hon. Captain Cathcart, the eldest son of Lord Cathcart, commanding his Majesty's Ship Clarinde.

Captain Hugh Donaldson, of the Brig Betsey, of Ayr; Mr. Allan Gray, Supercargo; Mr. Robert Wallace, Mate; and Mr. Thomas Wallace, after having escaped the late general wreck at Portugal, and arrived at Demarara, have all fallen victims to the climate of the country.

Lately, on board the Doris Frigate, off Brest, Mr. Alexander Pope, Midshipman, son to Mr. Pope, of Drury-lane Theatre.

Lately, on his passage from Jamaica, Mr. Edmund Burke Holland, of the Bellerophon. He was son of Captain Holland of the Royal Marines; and a young man universally respected, and his death is greatly lamented.

At Dublin, a[illegible]ed 82, Mrs. Marsden, relict of the late John Marsden, Esq. and mother of [illegible] Secretary to the Admiralty, and the Under Secretary of State in Ireland.

On the 3d [illegible]pt. at Haslar Hospital, Lieutenant Nosely, of the Navy.

On Tues[illegible], 9th Sept. at Southend, of an Apoplexy, which proceeded from violent ag[illegible]on in a dispute with Lieutenant Norman, of the signal post at that place[illegible]. Ibbetson, Esq. many years Second Secretary to the Admiralty.

Lately, at Lisbon, Lieutenant Hancorne, of the Navy, a Commodore in the Portuguese service 17 years.

Lately, in Cornwall, Lieutenant W. Clements, Agent for Transports at Plymouth.

Lately, Lieutenant Litchfield, of the Renard.

Lately, at Dumfries, General Sir R. Laurie, Bart. M. P. and Colonel of the 8th Regiment of Dragoons; he is succeeded in his title and estates by Captain R. Laurie, of the Cleopatra Frigate.

Lately, at Plymouth, the Lady of Rear-Admiral Boyer.

Saturday, September 22, 1804, at his seat at Wakehurst Place, Sussex, Joseph Peyton, Esq. Admiral of the White, in the 80th year of his age.—This gentleman was the son of Commodore Edward Peyton, a brave and honest man, whose days were thought to have been shortened by the illiberal treatment, which, in the discharge of his professional duties, he unfortunately experienced. On the 4th of June, 1743, Mr. Peyton was appointed Lieutenant of the Essex, by Admiral Matthews, then Commander in Chief on the Mediterranean station. He was one of the witnesses examined on the subsequent trials of the Admirals and Captains which took place in the years 1745 and 1746. On the 23d of March, 1756, he was promoted to the rank of Commander, in the Savage Sloop of War, in which he continued till the close of the ensuing year, employed principally in the Downs, or the North Sea. On the 2d of December, 1756, he was made Post Captain of the Prince George, a second rate, of 90 guns, then fitting as the Flag Ship of Rear-Admiral Broderick, who had been appointed to succeed Admiral Osborn, in the Mediterranean. In the month of April ensuing, the Prince George sailed for Gibraltar; but, on the 13th of that month, she was discovered to be on fire, and at length became the victim of that destructive element. She continued burning for six hours and a half; and, out of 745 persons who were on board, 260 only were saved. Captain Peyton, who made every possible exertion to save the ship, was taken by a Boat from the stern ladder, and put on board the Alderney Sloop. He afterwards proceeded to the Mediterranean, and we believe commanded two different Ships, the St. George, and Prince, on board of which Admiral Broderick's Flag was hoisted during his continuance on that station. He continued, in 1760, Captain of the Prince, and remained in that Ship during the whole of the war, under Sir Edward Hawke and the Duke of York, in the Channel Fleet. In 1768, Captain Peyton was appointed to the Belleisle, of 64 guns, one of the guard Ships stationed at Plymouth; and in 1770, or 1771, he was appointed to the Modeste, a Ship of the same force, which was then put into commission in consequence of the apprehended rupture with Spain relative to the Falkland Islands. In the latter Ship he remained but a short time. In 1778, he was appointed to the Cumberland, of 74 guns, one of the Fleet which was ordered to sea under the command of Admiral Keppel: he was consequently present at the encounter with the French Fleet off Ushant, on the 27th of July, being stationed in the line as one of the seconds to Vice-Admiral Sir Robert Harland. Captain Peyton continued in the Cumberland, on the home station, till towards the end of the year 1781, when he accepted the station of First Captain to Vice-Admiral Darby, on board the Britannia. The Vice-Admiral shortly after resigning, Captain Peyton retired also, and did not hold any other command during the war, nor indeed while he continued in the rank of Captain. On the 24th of September, 1787, he was advanced to be Rear-Admiral of the White; and, in the ensuing year, he was appointed to command in the Mediterranean. He continued absent on that station, having his Flag on board the Leander, nearly four years; and, while there, was promoted, on the 31st of September, 1790, to be Vice-Admiral of the Blue. On the 1st of February, 1793, he was farther advanced to be Vice-Admiral of the White, and, about the same time, was appointed Commander in Chief in the Downs, a station which he long held with the highest reputation to himself and service to his country. In the month of February, 1794, the Vice-Admiral had the misfortune to lose his Lady, who died at his seat, Wakehurst Place, Sussex. On the 12th of April, in the same year, he was advanced to be Vice-Admiral of the Red; on the 1st of June, 1795, to be Admiral of the Blue; and, on the 14th of February, 1799, to be Admiral of the White.—Admiral Peyton held his command in the Downs till the year 1799; since which period, after a long life expended in the service of his country, he has been resting from his labours; and now, in his "dark and narrow house," enjoys an undisturbed repose.

ERRATA.

Page 113, for "barbarity of the Dutch at *Ceylon*," *read* "barbarity of the Dutch at *Timar*."

Page 203, line 12 from the bottom, for "to avoid *perplexity*," *read* "to avoid *prolixity*."

Engraved by Ridley.

SIR PETER

WARREN K.B

Vice Admiral of the Red Squadron.

Pub by I. Gold, 103, Shoe Lane, 31, Octr. 1804.

BIOGRAPHICAL MEMOIR OF

THE LATE SIR PETER WARREN, K.B.

VICE-ADMIRAL OF THE RED SQUADRON.

> " ——— The fury of the savage blast
> No more shall rouse them from their bed of clay;
> Their weary wanderings and their toils are past,
> And all the storms of life are blown away."
>
> ANON.

IT has been observed, by certain critics, that the life of an individual, and the history of a country, can never, with any degree of propriety, be blended with each other. This position, however, is true only in part; for, if the individual, whose life is exhibited, have been a public character, if his conduct have been connected with, or influenced by, public events, it necessarily follows, that the history of his life must also, in a measure, be the history of his country during the period in which he lived and acted. Unless the reader be acquainted with the motives of his hero, how is he to enter into the spirit of his enterprises? How can his atchievements interest, unless we are enabled to comprehend and appreciate their object?—The most brilliant actions, if not connected by something like historical narrative, can appear but as a chaos, or as a variety of vivid colours thrown indiscriminately upon canvas, without form or consistency.

We have premised these remarks, in order that, while we are relating the particular actions of the late Sir Peter Warren, we may be permitted, uncensured, to take a cursory view of naval transactions in general, during the period in which he had the honour to command under the British Flag.

This distinguished Officer, whose merit raised him to eminence in his profession, was the descendant of an ancient and respectable family in Ireland. He was born about the

year 1703. With his earlier professional services we are unacquainted; but we learn that, having entered into the Navy at an early period of life, and having passed the regular gradations of rank, he was, on the 19th of June, 1727, appointed Post Captain of the Grafton. This event happened four days after his late Majesty King George the Second had been proclaimed King of Great Britain.

At this time Europe enjoyed a general peace. Some of the Powers, however, were so little satisfied with the terms to which necessity had compelled them to accede, that a war, at no great distance, was easily foreseen. But England had nothing to fear; her Navy was in the most flourishing state; and, among many other Officers of less distinguished fame, her Flag was supported by those gallant veterans, Sir Charles Wager, Sir John Norris, and Admiral Hosier. The former of these commanded a Fleet in the Mediterranean, the second in the Baltic, and the third in the West Indies. Sir Charles Wager had been sent to secure Gibraltar, which was then besieged by the Spaniards; Sir John Norris had been sent with a Fleet into the Baltic, with a design of protecting Sweden from the Czarina, who threatened that country with an invasion; and Admiral Hosier had sailed, in April, 1726, to the West Indies, in order to block up the Spanish Galleons, and thereby prevent that treasure from being brought to Europe, without which, it was imagined that the Courts of Vienna and Madrid could not prosecute a war *.

The Grafton, to which Captain Warren was appointed, was one of four Ships of the Line which were sent out, under Sir George Walton, to join Sir Charles Wager in the Mediterranean.

Early in the year 1728, the Court of Madrid acceded to the preliminary articles, which had been some time in discussion, for a general peace. In consequence of this, soon

* *Vide* the Continuation of CAMPBELL'S *Lives of the Admirals*.

after his arrival at Gibraltar, Captain Warren removed into the Solebay Frigate, for the purpose of carrying out to the West Indies the King of Spain's orders for executing there the preliminaries alluded to. He proceeded on this service on the 5th of May; and, having executed his commission as far as related to the West Indies, he proceeded, in compliance with his instructions, to Carolina.

Respecting his proceedings in the West Indies, the Gazette contains the following account:—

Whitehall, November the 15th, 1728.

By a letter from Captain Warren, Commander of his Majesty's Ship the Solebay, dated at South Carolina, October 1, we have the following account: "That, pursuant to Commodore St. Loe's orders, he sailed on the 10th of June from Port Royal, and the 3d of July anchored at La Vera Cruz; from thence he sent the King of Spain's orders to his Viceroy at Mexico, the receipt of which that Viceroy owned by the return of the post, assuring Captain Warren that he had given directions to the proper Officers to use all possible diligence and dispatch in the restitution of the South Sea Company's Ships and effects, which had been seized in the port of La Vera Cruz. Agreeable to which, on the 20th of July, the Prince Frederick and two of the Company's Snows were put into possession of their agents there. On the 12th of August the Supercargoes were desired to begin to receive the cargo of the Prince Frederick.

Captain Warren returned to England in 1729, and, immediately on his arrival, was appointed to the Leopard, of 50 guns. In this year, the Spaniards not having conformed to the articles which had been agreed upon, a Fleet of twenty Sail of the Line and five Frigates was ordered to be got ready; and, on the 30th of June, it assembled at Spithead, where it was joined by a Squadron of Dutch Ships under the command of Rear-Admiral the Baron de Sommeldyke. The Court of Spain, alarmed at the assemblage of so strong a naval force, was induced to agree to a treaty of general pacification. The Fleet remained three months at Spithead, when the Dutch returned home, and twelve Sail of the Line were ordered to be paid off. The Leopard, however, with the remainder of the Fleet, continued at Spithead, under the

command of Sir Charles Wager, during the years 1729 and 1730.

In the latter year, the treaty above alluded to was concluded at Seville, between Great Britain and Spain; notwithstanding which, every successive account from the West Indies brought fresh advice of the insults and depredations that were committed by the Spaniards on the British. It was in this year that Robert Jenkins, the Master of a Glasgow Vessel, is stated to have had one of his ears cut off by the Captain of a Spanish Guardâ Costa that boarded his Vessel.

Captain Warren continued to command the Leopard.

In 1735, a dispute arose between the Courts of Spain and Portugal, which had nearly terminated in an open rupture. The latter soliciting the aid of Great Britain, Captain Warren, still in the Leopard, accompanied Sir John Norris, who was ordered to Lisbon with a powerful Fleet. They sailed from Spithead on the 27th of May, and arrived in the Tagus on the 29th of June, where they were received by the Portuguese as their deliverers. The appearance of so formidable a Fleet in the neighbourhood of the Spanish coast, created so much alarm at the Court of Madrid, that i tsoon listened to an accommodation with the Portuguese.

From this period, until the year 1741, we hear nothing farther of our Officer.

Regardless of the frequent complaints and remonstrances which had been made, the Spaniards continued, with the utmost audacity, to insult and molest our commerce. In 1739, some serious preparations for war were made on both sides. In the month of July, letters of marque and reprisal were issued against Spain; in October, war was formally declared against that nation; and the important expedition against Porto Bello was immediately planned, and carried most promptly into execution.

In 1741, Captain Warren commanded the Squirrel, a 20 gun Ship, on the American station. In 1742, he commanded the Launceston, of 40 guns; but the only memorable men-

tion which we find made of him is, his having captured the Peregrina Privateer, mounting 14 carriage and 4 swivel guns, in company with Captain Edward Aylmer, of the Port Mahon. He was some time afterwards promoted to the Superbe, of 60 guns; and, being ordered to the West Indies, was left, by the late Sir Chaloner Ogle, Commodore of a Squadron on the Leeward Island station*. While employed on this service, he very much distinguished himself; for, having taken a station off Martinique, his Squadron, from the 12th of February to the 24th of June, 1744, captured twenty-four valuable prizes, carrying 202 guns, 832 men, and 4332 tons burthen. One of these prizes was a register Ship, taken by the Woolwich, and valued at 250,000*l.*

Notwithstanding the French army had been defeated by that of England, in 1743; notwithstanding the French and Spanish Fleets had formed a junction in the Mediterranean, it was not until the beginning of the year 1744, that both nations threw off the mask. On the 20th of March, France made a formal declaration of war against Great Britain; and, on the 31st of the same month, the compliment was returned on our part.

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* The following is a list of the Squadron which was under the command of Commodore Warren, at the Leeward Islands, in 1744:—

Ships.	*Guns.*	*Commanders.*
Suffolk - - -	70	Captain Edward Pratten.
Superbe - - -	60	Commodore Warren.
Pembroke - -	60	Captain Geo. Balchen.
Falkland - - -	50	——— T. Grenville.
Sutherland - -	50	——— G. Pocock.
Torrington - -	40	——— Richard Edwards.
Launceston - -	40	——— W. Calmady.
Woolwich - -	40	——— T. Fincher.
Eltham - - -	40	——— Philip Durell.
Centaur - - -	20	——— R. Tyrrel.
Lyme - - -	20	——— J. Burcher.
Bien Aimé - -	18	——— Clark Yayton.
Hind - - -	16	——— T. Innes.
Otter - - -	14	——— A. Smith.
Fame - - - -	12	——— J. Campbell.
Ludlow Castle, hulk		——— T. Bloss.

In 1745, a project was formed in the General Assembly of Massachusett in New England, to surprise the city of Louisbourg, the capital of Cape Breton, and to drive the French entirely from that island. Government having been made sensible of the importance of the enterprise, Commodore Warren was ordered to quit his station at the Leeward Islands, and to join the American expedition. This armament was raised with so much secresy and dispatch, that an army of 3850 volunteers, under the command of William Pepperel, Esq. was ready to embark at Boston before the French Government were apprised of their intention.

Agreeably to his instructions, the Commodore repaired to America with his little Squadron, consisting, exclusively of his own Ship, only of the Launceston and Eltham, of 40 guns each, which were, soon after his arrival on the coast, joined by the Mermaid of the same force. He arrived at Canso, in Nova Scotia, on the 25th of April, where he found the troops encamped, they having reached the place of rendezvous upwards of three weeks before, escorted by Captain Rous in the Shirley Galley, and ten other private armed Vessels. On the 29th, the troops re-embarked; and, early in the morning of the 30th of April, the Men of War, Privateers, and Transports, arrived safe in Gabarus Bay, the place appointed for a descent, within four miles of Louisbourg. Nothing could exceed the consternation into which the inhabitants and garrison were thrown by this very unexpected visit. The debarkation of the troops immediately commenced; but no sooner were the Boats got out for their landing, than Captain Morepang came down from the city, with a detachment of a hundred men, to oppose their landing. The Privateers, however, which were lying at anchor near the shore, fired smartly at the French, while two hundred of our forces landed, and defeated the detachment, with the loss of six men killed, five taken prisoners, and the rest totally dispersed among the woods, and prevented from returning to the city. The English did not lose a single man. The debarkation having been effected, the city was formally invested on the land side.

While he troops were successfully employed on both sides of the harbour on shore, Commodore Warren was equally vigilant and fortunate in his own proper element. He so securely blocked up the mouth of the harbour, that, during the whole continuance of the siege, only one Vessel got in to the relief of the city, and that with the utmost difficulty. The Commodore took care to have convoyed, with the greatest security, seven Transports, with military stores, and six months' provision, for the land forces, which, on the 17th of May, arrived in Gabarus Bay, from Boston.

Our Officer was now joined by the Canterbury and Sunderland, of 60 guns each, and by the Chester of 50 guns. These were so properly stationed, that, on the 20th of May, two French Ships and a Snow were taken, and sent into Gabarus Bay; while the Commodore, with the Mermaid, commanded by Captain Douglas, and the Shirley Galley, Captain Rous, went out in chase of a large Ship, which proved to be the Vigilante, a new French Man of War, of 64 guns and 560 men, commanded by the Marquis du Maisonfort. On the 21st, after the loss of sixty French and five English, she was taken. The Vigilante was laden with stores, a great number of heavy cannon, and a thousand half barrels of gunpowder; besides stores for the city of Louisbourg, and other stores for a 70 gun Ship then building at Canada. Her whole cargo was estimated at the value of 60,000*l*. On the same day, the Commodore took a large Brigantine from France, laden with brandy and stores. By these fortunate acquisitions, the French were deprived of all their expected succour by sea, and the city was kept in the utmost necessity.

About the commencement of June, from the circumstance of their powder running short, the besiegers were beginning to slacken their fire. This misfortune, however, was speedily remedied, by the arrival of some Vessels from Boston, with 600 barrels of powder, and additional stores for the army. These Vessels brought intelligence that 1000 men had been voluntarily raised, in New England, to reinforce

the troops; and also, that the French Fleet, destined for the relief of Cape Breton, was detained at Brest by the British Squadron. This diffused a general joy through the army, inspiring new life, spirits, and indefatigable strength, which were farther augmented by the capture of a French Ship of 14 carriage guns, and above 300 tons burthen, laden with stores and provisions for the city. This loss was the more to be regretted by the French, as they subsisted entirely on salt fish, bread, and peas. The besiegers also learned, from some deserters, that there were not above 100 barrels of powder left in the city; and, in addition to this distress, the Governor had the mortification to hear of the capture of three other Vessels laden with stores and provisions for the Garrison.

By the extraordinary dispatch of the orders from the British Government for naval assistance, the Commodore, on the 11th of June, was farther reinforced by the Princess Mary, of 60 guns, with the Hector, and the Lark, of 40 guns each; so that the whole Squadron consisted of four Ships of 60 guns, one of 50 guns, and five of 40 guns; besides the French Man of War, several Privateers, and other Vessels of force.

On the 14th of June, every thing was preparing for a general assault, both by land and water; but, on the 15th, at four P.M., a flag of truce came to the British camp, with proposals from the Governor to give up the city. Commodore Warren and General Pepperel directed the bearer to attend on the following morning at eight o'clock, for their determination. At the appointed hour, the flag of truce attended, and carried back the terms of capitulation which were proposed by Commodore Warren and General Pepperel. By these terms, which were agreed to by Monsieur Chambon, the Governor of Louisbourg, the French were permitted to enjoy all their personal effects, and to be conveyed to France at the expense of the besiegers.

The French flag was struck on the 17th, and the British flag was hoisted up in its place, at the Island battery, of

which the besiegers took possession early in the morning. At two o'clock in the afternoon, Commodore Warren, with all the Men of War, Privateers, Store Ships, and Transports, made a fine appearance on their entrance into Louisbourg harbour; and, when all were safely moored, they fired a grand *feu de joie* on the occasion.

On the 4th of July, the garrison, and a great number of the inhabitants, embarked on board fourteen cartel Ships, convoyed by the Launceston Man of War, which conducted them to Rochefort.

In this manner, after a continued siege of forty-seven days, the British forces caused the reduction of the city of Louisbourg, and the subjection of the whole island of Cape Breton, to his Britannic Majesty.

As soon as the news of their success reached England, Commodore Warren, to whose gallant exertions so much praise was due, was promoted to the rank of Rear-Admiral of the Blue Squadron, his commission bearing date, August the 8th, 1745.

After his return to England, Admiral Warren appears to have enjoyed some short repose from the fatigue of public business. On the 14th of July, in the ensuing year, he was advanced to be Rear-Admiral of the White.

In the year 1746, great designs were formed in the respective cabinets of England and France against each other's settlements in North America. While the English planned the reduction of Quebec, the French determined on the recapture of Louisbourg, and also to surprise Anapolis Royal in Nova Scotia. The expectations of both countries, however, were disappointed. The French Fleet, consisting of eleven Ships of the Line, three Frigates, three Fireships, and two Bombs, came out of Brest on the 7th of May, but was prevented, by contrary winds, from proceeding on the voyage till the 22d of June. This Fleet, which, with Privateers and Transports, made in all ninety-seven Sail, was commanded by *le Duc d'Anville*. He had on board 3500 land

forces, under the command of Brigadier-General Jonquierre. They did not make the coast of Acadia till the 10th of September, and on the 13th a storm arose, which, continuing some days, dispersed the Fleet, and destroyed several of the Transports; so that, on the 27th, they mustered at Chiboctou, their place of rendezvous, no more than seven Ships of the Line, two Frigates, one Fireship, one Bomb Vessel, twelve Privateers, and eighteen Transports; in all but fifty-six Sail. Whilst they lay in the harbour of Chiboctou, the mortality was so great, that, in a short space of time, they buried their Commander in Chief, their Second in command, 1500 of the land forces, and 800 Sailors. The number of their Ships and of their men being thus reduced, they renounced every idea of conquest, and, on the 12th of October, sailed for Europe, where they arrived without farther accident*.

Not discouraged by their late disappointments in North America, the French Ministry resolved upon another effort to recover Cape Breton. For this purpose, in the succeeding year, 1747, a strong Squadron was equipped at Brest, the command of which was given to M. de la Jonquierre. At the same time, another Squadron was prepared to sail to the East Indies, under the command of M. de St. George. For the better protection of the trading Ships against the attempts of the British cruizers, these Squadrons were intended to proceed in company as far as their courses were the same.

To counteract the designs of the French Cabinet, the British Government ordered a strong Squadron to be got ready, the command of which was conferred upon Vice-Admiral Anson and Rear-Admiral Warren. On the 9th of April they sailed from Plymouth, and continued to cruize off Cape Finisterre till the 3d of May, when the French Fleet, consisting of thirty-eight Sail, was discovered. Nine of the enemy's Ships shortened sail and drew into a line-of-battle

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* *Vide* the Continuation of CAMPBELL'S *Lives of the Admirals*.

a-head, while the rest crowded all their sail to the westward. Vice-Admiral Anson made the signal to form the line-of-battle; but Rear-Admiral Warren, suspecting this to be a manœuvre of the enemy to favour the escape of their convoy, bore down and communicated his opinion to the Commander in Chief, who immediately took in the signal for the line, and threw out the one for a general chase. About four o'clock in the afternoon, the Centurion brought the enemy's sternmost Ships to action: she was nobly supported by the Namur, Defiance, and Windsor, which were for some time closely engaged with five of the enemy's Ships. The Devonshire, of 66 guns, on board of which Ship Rear-Admiral Warren had hoisted his Flag, got up with M. de la Jonquierre himself, in the Serieux; and, after receiving his fire, which was well directed, closed within pistol shot, and at length compelled the Serieux to strike.

Having silenced his first antagonist, Admiral Warren proceeded to engage the Invincible, which was commanded by the Commodore de St. George, the second Officer in the French Fleet. After a short time, he had the satisfaction of seeing himself so well seconded by the Bristol, Captain Montague, that their opponent was quickly dismasted. The French fought with great spirit and bravery till seven in the evening, when all the Ships of War were taken. The Admiral (Anson) detached the Monmouth, Yarmouth, and Nottingham, in pursuit of the convoy, which they came up with, and captured nine Sail, three of them being East India Ships: the remainder of them escaped by favour of the night.

In our memoir of the Commander in Chief, Lord Anson *, we have so fully exhibited the official and other accounts of this memorable engagement, that, in the present instance, we have confined our narrative to the above slight sketch. We must beg leave, however, to subjoin the following private letter from an Officer, who was an eye-witness of the facts

* *Vide* NAVAL CHRONICLE, Vol. VIII, page 290.

which he relates, and which, we believe, was never in very general circulation.

SIR,

I have the honour to send you some particulars concerning the late engagement on the 3d instant, off Cape Finisterre; which, though in the greatest degree conducive to the success of that glorious day, yet have not been mentioned in the public papers. These indeed have given us sundry accounts, but among them all, I have not been able to find an impartial one; by which means it hath happened, whether through wilfulness or ignorance I know not, that signal merit in some hath been passed by undistinguished; whilst others, who only distinguished themselves *by not coming up*, and short shooting, have been complimented with the highest encomiums.

You may be surprised, Sir, when I assert, that out of the formidable English Squadron, but seven Ships were engaged, properly speaking. Concerning the gallantry of three of them, which were the headmost Ships, you have already had public accounts; and my design by this is, to warm your hearts with an account of the behaviour of two others, the Devonshire, Admiral Warren's Ship, and the Bristol, commanded by Captain Montague, which, I hope, may be done without derogating from the honour of any.

I must observe to you that we could have fell in with the enemy before three o'clock, but were retarded until after four, by some councils held on board the Chief Commander; where the Lieutenants attended to receive their respective orders. Between five and six, the Rear-Admiral in the Devonshire came up with, and attacked the French Commodore; and having received his fire, as terrible a one as I ever saw, ran up within pistol-shot, and then returned it, and continued a brisk fire until the enemy struck; when Admiral Warren made up to the Invincible, the largest Ship in the enemy's Fleet, and having given her his broadside, had the pleasure to see himself seconded, and his blow repeated, by his noble friend Captain Montague, in the Bristol. The Bristol's broadside dismasted the Invincible, and by that means struck her pendant, till then flying. However, she gave the Bristol her whole musketry, fore and aft, and dropped a-stern. The Prince George, the Ship Admiral Anson commanded on board of, was at this time about a mile a-stern of the Bristol; and the Pembroke between them. I mention this, to obviate two commonly received mistakes; one, that the Bristol fired a broadside into the Invincible after she struck; and that the Invincible struck to the Prince George, which are both evident mistakes, as the Bristol shot down her pendant, till then flying; and, as is said before, the

Prince George then a mile a-stern. And the reason of the enemy's only returning her musketry was owing to the men having all run away from their guns, terrified at the havock made amongst them by the Devonshire's and Bristol's respective fires.

It was pleasant enough to see a laudable contention between the Commanders of the Bristol and Pembroke, which should engage the Invincible. The Pembroke attempted to get in between the Bristol and the enemy; but there not being room enough, the Commander of the Pembroke hailed the Bristol, and bid her put her helm a-starboard, or the Ship would run foul of her; to which Captain Montague replied, "Sir, *run foul of me and be d—d! neither you nor any other man in the world shall come between me and the enemy!*" And then, having given the enemy his broadside, and dismasted her, as aforesaid, left her to be picked up by the Ships a-stern; when commanding his sails to be filled again, "*My boys,*" says he, "*we will have another of them,*" and immediately gave chase to two of the enemy, which had taken to their heels, and soon came up to the best going Ship the French had, called the Diamant, of 56 guns and 480 men; and after an engagement, within pistol-shot, of near an hour and three quarters, the enemy being dismasted, one of his upper-deck guns burst, and his rigging being shattered to pieces, he struck. This Commander did honour to his country by his gallant defence; for when the Bristol's Lieutenant went on board, he found her poop and quarter-deck like a slaughter-house, covered with blood, &c.

The gallant services of Admiral Warren, on the above occasion, were not passed over unrewarded. In addition to his prize-money, which he so bravely earned, he had the honour of receiving the Order of the Bath; a distinction which, considered as the meed of merit, must have been far more grateful to his feelings than any pecuniary consideration. Honorary distinction is the most cherished reward of the true hero.

About the same time that Rear-Admiral Warren sailed on the late expedition, another Squadron, under the command of Captain Fox, was ordered to proceed to sea, for the purpose of intercepting a large Fleet of French Merchantmen, which were expected from the West Indies. On the 20th of June, at four o'clock in the morning, being 146 leagues to the westward of Cape Ortegal, the French Fleet, consisting of upwards of a hundred and seventy Sail, was discovered.

Captain Fox instantly gave chase to the Ships of War; but M. du Bois de la Motte, the French Commodore, finding that, in point of sailing, he had greatly the advantage of the English Ships, remained in the rear of his convoy for its protection, and to favour its escape, should he be hardly pressed. Captain Fox continued the pursuit all night; and, on the following day, he gained so fast upon the enemy, that the French Commodore crowded sail and left his convoy to shift for themselves. The Merchantmen instantly dispersed, and, being favoured by thick weather and a dark night, many of them escaped. Forty-eight, however, were taken, laden chiefly with sugar, indigo, cotton, coffee, and hides. The prizes were manned with 1,197 men, their tonnage amounting to 16,051 tons.

On the 6th of June, Sir Peter Warren sailed from Plymouth with a Squadron, intended to intercept such Ships as might escape from Captain Fox, four of which he had the good fortune to capture.

The Rear-Admiral proceeded to cruize off Cape Finisterre, which, for him, appears to have been an auspicious station.

On the 21st of the month, he chased, and drove ashore, the Etoile, a French Frigate, of 46 guns and 400 men, having under her convoy five Sail of valuable Merchantmen. Four of the convoy were taken, and the fifth was destroyed.

On the 22d of June, Sir Peter Warren was informed, by the Captain of a Privateer, that he had, on the 17th and 18th of the same month, chased a large Fleet of coasters into Sediere Bay, a small port to the westward of Cape Ortegal. Our Officer, by the advice of Captain Harrison, of the Monmouth, dispatched Captain (now Admiral) Roddam, in the Viper Sloop, of 14 guns, with the Hunter Dogger, and the Privateer, to endeavour to take or destroy them. Captain Roddam accordingly stood into the Bay, and, with great resolution, attacked a small battery, which he soon silenced. He then landed, spiked up the guns, and destroyed the battery, after which he burnt twenty-eight Sail of small

Vessels, and, two days afterwards, rejoined the Admiral with five others and a Spanish Privateer.—Sir Peter, to testify his approbation of Captain Roddam's spirited conduct, recommended him so strongly to the Admiralty, that he was immediately made Post Captain in the Greyhound Frigate *.

On the 8th of July, Sir Peter Warren's Squadron chased and drove ashore another French Frigate of 36 guns, about eight leagues to the westward of Cape Pinas.

On the 15th of this month, Sir Peter was advanced to the rank of Vice-Admiral of the White Squadron.

In the beginning of September following, Sir Peter again sailed from Spithead on a cruize; but, being attacked by illness, he was compelled to quit his command and retire to his country seat, at Westbury, in Hampshire.

A few months' retirement having contributed to re-establish his health, in the month of April, 1748, Sir Peter was sent with a strong English and Dutch Squadron to cruize to the westward.—At the close of the session of Parliament, however, on the 18th of May, his Majesty informed his faithful Lords and Commons, that the preliminary articles for a general peace had been signed at Aix La Chapelle. In consequence of this event, a Sloop of War was ordered out to direct Admiral Warren to return into port.—This was the last professional service which Sir Peter ever performed; for he lived not to witness a renewal of those times when his talents might again have been acceptable. On the 12th of May, 1748, during his *last* cruize, he received his *last* naval promotion;—that of Vice-Admiral of the Red Squadron.

We have thus traced the honourable progress of our Officer through a war, in which, from its commencement to its close, he had the credit of distinguishing himself in a very superior manner. Few men, it has been observed, ever attained, or better deserved, so great a share of popularity as Sir Peter Warren. He had not only the singular happiness

* *Vide* the Biographical Memoir of Admiral Roddam, in the NAVAL CHRONICLE, Vol. IX, pages 256 and 7.

of being universally courted, esteemed, and beloved, but had the additional consolation of passing through life without making, as far as can be ascertained, a single enemy.

At the general election, in 1747, Sir Peter Warren was chosen representative in Parliament for the City of Westminster.—In 1752, the death of the Lord Mayor (Thomas Winterbottom, Esq.) producing a vacancy for an Alderman for Billingsgate Ward, the citizens, who had, at a previous meeting, to shew their respect for Sir Peter Warren, presented him with the freedom of the city, and of the Goldsmiths' company, on account of his gallant behaviour at sea, nominated him for their Alderman.

As soon as Sir Peter was informed of their intentions, he very politely begged leave to decline accepting their offer, alledging, that his character in life must undoubtedly prevent his being able to discharge, with propriety, the duties of that important office. In consequence of this refusal, the Deputy and Common Council sent him the following letter, dated Billingsgate Ward, June 9, 1752.

"HONOURED SIR,

"You have given us the utmost concern in telling us, that it is inconsistent with your duty, and other avocations, to honour us in being our Alderman. Ourselves in particular, and the inhabitants in general, of the whole Ward, are so truly sensible of the greatness of your character and true worth, that unanimity in your election would have expressed how highly we thought ourselves honoured by your acceptance of our choice; and it is with the greatest reluctance that this disappointment should occasion us, so early as to day, to return you our sincere thanks for the great civilities you have shewn us, and for the further assurance you have been pleased to give us of the honour of your friendship; on which reliance we beg leave to make this application to you, most earnestly desiring you to re-consider this matter, hoping some lucky incident may still induce your acceptance, that we may have a more joyful cause for our expression of the zeal we have for your high abilities and distinguished merit, and to assure you that we shall ever retain the highest sense of the obligation you will thereby confer on,

"Sir,

"Your most obedient humble Servants."

Sir Peter, in return to this, immediately sent the Deputy and Common Council the following answer:—

"*To the Deputy and Common-council men of the Ward of Billingsgate.*"

"GENTLEMEN, *Cavendish Square, June 9, 1752.*

"I am extremely obliged to my worthy friends, the inhabitants of your Ward, for the distinguished mark of their favour, and to you for the warm expressions of regard contained in your letter of this date; but as the acceptance of a civil office would interfere with the military one that I have the honour to hold, in which I shall ever be ready to serve my King and Country, I hope I shall stand excused in declining the singular honour so unanimously and obligingly conferred.

Gentlemen,

Your most obedient

And obliged humble Servant,

P. WARREN."

With the above letter, Sir Peter sent the Common Council of Billingsgate Ward the sum of 200*l.*, one moiety of which was to be distributed amongst the poor of the said Ward, and the other to be disposed of discretionally.

The obtrusive honours of the city, however, were not so easily to be resisted. The Deputy and Common Council, not being satisfied with the Admiral's answer, waited on him in person, hoping that they might at length prevail on him to accept the office. Sir Peter received them with great politeness, but still refused to comply with their request, observing, that it was incompatible with the duty which he owed to his King and Country as a Naval Officer.

Notwithstanding these repeated negatives, the Admiral was elected an Alderman of Billingsgate Ward; but, on the 23d of June, he sent a message to the Court of Aldermen, desiring to be excused from serving the office to which he had been chosen, and paid the fine of 500*l.* as the price for his non-acceptance.

Immediately after the above contested affair, Sir Peter repaired to Ireland, his native country, where he was unhappily seized with a violent inflammatory fever, which put a period to his existence on the 29th of July, 1752.

A superb monument of white marble was erected to his memory in Westminster Abbey, which was executed by that great master of his time, Roubiliac. Against the wall is a large flag hanging to the flag-staff, and spreading in natural folds behind the whole monument. In the front is a fine figure of Hercules placing Sir Peter's bust on its pedestal, and on one side is a figure of Navigation, with a wreath of laurel in her hand, gazing on the bust with a look of melancholy mixed with admiration. Behind her is a cornucopia pouring out fruit, corn, the fleece, &c.; close to it is a cannon, an anchor, and other decorations.

In the front of the monument is the following inscription:—

Sacred to the memory of
SIR PETER WARREN,
Knight of the Bath, Vice-Admiral of the Red
Squadron of the British Fleet, and
Member of Parliament
For the City and Liberty of Westminster.
He derived his descent from an antient
Family of Ireland;
His Fame and Honours from his Virtues and
Abilities.
How eminently those were displayed,
With what vigilance and spirit they were
Exerted,
In the various services wherein he had the honour
To command,
And the happiness to conquer,
Will be more properly recorded in the
Annals of
Great Britain.
On this tablet Affection with truth must say,
That, deservedly esteemed in private life,
And universally renowned for his public
Conduct,
The judicial and gallant Officer
Possessed all the amiable qualities of the
Friend,
The Gentleman, and the Christian:

But the Almighty,
Whom alone he feared, and whose gracious
Protection
He had often experienced,
Was pleased to remove him from a place of
Honour,
To an eternity of happiness,
On the 29th day of July, 1752,
In the 49th year of his age.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

LORD NELSON.

THE following is a copy of the Noble Admiral's Answer to the Vote of Thanks of the Corporation of London:—

"MY LORD, *Victory, August* 1, 1804.

"This day I am honoured with your Lordship's letter of April 9, transmitting me the Resolutions of the Corporation of London, thanking me as commanding the Fleet blockading Toulon.

"I do assure your Lordship that there is not that man breathing who sets a higher value upon the thanks of his fellow-citizens of London than myself; but I should feel as much ashamed to receive them for a particular service marked in the Resolution, if I felt that I did not come within that line of service, as I should feel hurt at having a great victory passed over without notice.

"I beg to inform your Lordship that the port of Toulon has never been blockaded by me; quite the reverse; every opportunity has been offered the enemy to put to sea, for it is there that we hope to realize the hopes and expectations of our country, and I trust that they will not be disappointed.

"Your Lordship will judge of my feelings upon seeing that all the junior Flag Officers of other Fleets, and even some of the Captains, have received the thanks of the Corporation of London, whilst the junior Flag Officers of the Mediterranean Fleet are entirely omitted. I own it has struck me very forcibly; for, where the information of the junior Flag Officers and Captains of other Fleets was obtained, the same information could have been given of the Flag Officers of this Fleet and the Captains; and it was my duty to state, that more

able and zealous Flag Officers and Captains do not grace the British Navy, than those I have the honour and happiness to command. It likewise appears, my Lord, a most extraordinary circumstance, that Rear-Admiral Sir Richard Bickerton should have been, as Second in command in the Mediterranean Fleet, twice passed over by the Corporation of London; once after the Egyptian expedition, when the First and Third in command were thanked, and now again. Consciousness of high desert, instead of neglect, made the Rear-Admiral resolve to let the matter rest until he could have an opportunity personally to call upon the Lord Mayor, to account for such an extraordinary omission; but from this second omission, I owe it to that excellent Officer not to pass it by.

"And I do assure your Lordship, that the constant, zealous, and cordial support I have had in my command from both Rear-Admiral Sir Richard Bickerton, and Rear-Admiral Campbell, has been such as calls forth all my thanks and admiration. We have shared together the constant attention of being more than fourteen months at sea, and are ready to share the dangers and glory of a day of battle; therefore it is impossible that I can ever allow myself to be separated in thanks from such supporters. I have the honour to remain, with the very highest respect, your Lordship's most faithful and obedient servant,

"NELSON AND BRONTE."

To the Right Hon. the Lord Mayor.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I TRANSMIT to you, for the NAVAL CHRONICLE, the two following articles, as proofs of the superstition which prevailed in the Navy as late as the close of the seventeenth century. They are extracted from a voyage performed round the Globe, by Captain Cowley, in the years 1683, 4, 5, and 6.

Yours, &c.

Liverpool, 12*th Oct.* 1804 J. B——N.

CHUSING VALENTINES AT SEA.

WE came abreast with Cape Horn the 14th day of February, 1684, where we, chusing of valentines, and discoursing of the intrigues of women, there arose a prodigious storm, which did continue till the last day of the month, driving us into the lat. of 60° and 30′ South, which is further than ever any Ship hath sailed before South; so that we concluded the discoursing of women at sea was very unlucky, and occasioned the storm.

A SPIRIT IN THE SEA.

WE had moreover this day (June 29, 1686) great feasting on board us, and the Commanders of the other two Ships returning on board their Vessels, we gave them some guns, which they returned again. But it is strangely observable, that whilst they were loading their guns they heard a voice in the sea, crying out, *Come help, come help, a man overboard*, which made them forthwith bring their Ship to, thinking to take him up, but heard no more of him. Then they came on board of us, to see if we had not lost a man; but we nor the other Ship had not a man wanting, for upon strict examination we found that in all the three Ships we had our complement of men, which made them all to conjecture, that it was the spirit of some man that had been drowned in that latitude by accident.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following letter, which has been addressed to the Editor of *The* MONTHLY MAGAZINE, respecting Sir Francis Drake, may probably receive an elucidation from some of your nautical Correspondents. Its insertion in your valuable work will much oblige, Sir,

Your humble Servant,

H.

SIR,

In Bomaro's "*Dictionnaire d'Histoire Naturelle*," third edition, 1776, is the following extraordinary passage, under the word *Crabe*:—"*On voit des crabes d'une grandeur démesurée dans l'Ile des Cancres, en Amerique. Ce fut dans cet endroit, et par ces mêmes animaux, qu'en* 1605, *le fameux navigateur Anglois, François Drack, fut assaili, et périt miserablement. Quoique bien armé, il lui fallut succomber et devenir la proie de ces crabes monstrueux.*"—"Crabs of an immoderate size are found in the Isle of Crabs, in America. It was in this place, and by these animals, that, in 1605, the famous English navigator Francis Drake was assailed, and perished miserably. Although well armed, he was obliged to yield, and become the prey of those monstrous crabs." With respect to the *truth* of this strange story, it is enough to observe, that Sir Francis Drake died at sea, near the Isthmus of Darien, in 1596*; and that no adventure in the least resembling this,

* Sir Francis Drake is stated to have died of a flux at sea, within sight of Porto Bello, on the 28th of January, 1596. His body was put into a leaden coffin, and lowered into the water with all naval honours, under a general discharge of the cannon of the whole Fleet, and the sound of trumpets at appointed intervals.—EDITOR N. C.

is mentioned by his biographers. It would, however, be gratifying to curiosity to know what could be the foundation of such a tale, and whether any other English navigator is recorded to have met with any similar disaster. Allow me to throw this inquiry before your intelligent readers. I am, Sir,

Yours, &c.

N. N.

DESCRIPTION OF THE PERSON AND CHARACTER OF COLUMBUS.

THE following account of that great navigator, Christopher Columbus, is extracted from his life, as written by his son, Don Ferdinand Columbus :—

The Admiral was well shaped, and of a more than middling stature, long visaged, his cheeks somewhat full, yet neither fat nor lean; he had a hawk nose, his eyes white, his complexion was white, with a lovely red: in his youth his hair was fair, but when he came to thirty years of age, it all turned grey. He was always modest and sparing in his eating, drinking, and his dress. Among strangers he was affable, and pleasant among his domestics, yet with modesty and easy gravity. He was so strict in religious matters, that for fasting and saying all the divine office, he might be thought profest in some religious order. So great was his aversion to cursing and swearing, that I protest I never heard him swear any other oath but by *St. Ferdinand;* and when in the greatest passion with any body, he would vent his spleen by saying, *God take you for doing or saying so.* When he was to write, his way of trying his pen was by writing these words, *Jesus cum Maria sit nobis in via*, and that in such a character, as might well serve to get his bread. In his tender years he applied himself so much to study at Pavia, as was sufficient to understand cosmography; to which sort of reading he was much addicted, for which reason he also applied himself to astrology and geometry, because these sciences are so linked together, that the one cannot subsist without the other. And because Ptolemy in the beginning of his cosmography, says, that no man can be a good cosmographer unless he be a painter too; therefore he learned to draw, in order to describe lands, and set down cosmographical bodies, plains, or rounds.

CURIOUS ADVERTISEMENT.

THE following advertisement lately appeared in the New York Morning Chronicle :—" Whereas Charlotte Martin, late a passenger in the Brig Patty, from Limerick, Capt. Nathan Clark, Commander, has announced herself a widow—This is to caution the public from believing her story, as it can be proved that her husband was alive at

the time of her sailing. She has also absconded in debt to the person who settled for her passage to this country; and it is believed she is either gone to Rochester, to live with Capt. Clark's relations, or to Philadelphia, where she said she had a friend in a Captain Job Whipple.—The said Charlotte wears a blue silk furzed bonnet, has black eyes, rosy complexion, black hair, and talks with a broad Irish accent. It is thought she wishes to entrap some unwary person to marry her."

MANSION HOUSE, AUG. 24.

YESTERDAY a poor Sailor lad, about 16 years of age, was brought to the Mansion House, carried upon the back of a soldier, in a most deplorable state, being nearly naked and half starved.

Mr. Hudson, a Surgeon, having told the Lord Mayor he did not think the boy could live, his Lordship ordered him to be brought near the fire on a chair, and his account to be taken down, which in substance was as follows:

That his name was William Thomas, that he was a native of Wales, had shipped himself at Wapping, on board a Vessel for a voyage to Guinea, about ten months since, at 2l. 5s. per month; that he was sick in the homeward-bound passage; but his illness was much increased by the cruel treatment of the Chief Mate and Cabin Boy, who often beat him very much, and encouraged others to do the same; and when he was not able to come upon deck, they ordered the black boys to hoist him up, with ropes tied to his legs, and that the Cabin Boy and others had beat him within these two days—but as soon as they got to the wharf, the black men hoisted him out of the Ship, and left him on the cold stones, till some gentlemen took notice of him. His back being examined, was found all over marks and bruises.

William Barlow said he was at French Wharf, near London Bridge, on Thursday evening, when he heard this poor lad crying very piteously, and saw some black men dragging him from the Ship with ropes, who said that they were ordered to do so; that he and some others exclaimed against such brutality to a poor creature in a dying state, when the Mate abused them for interfering, and said they might take him to the workhouse.

The Mate of this Ship, and the Cabin Boy, whose names at present, as well as that of the Ship, we forbear to state, being present, they were put to the bar, and the young lad and the other witnesses were sworn to the truth of their evidence. The prisoners denied the charges, and said, the boy had only been forced to come upon deck to clean himself, &c.

The Lord Mayor said, he should commit them to the Compter till the fate of this man's life or health should be known: in the mean time

he ordered him to be sent to Bartholomew's Hospital, with orders to take him in directly, and that every attention should be paid to him.

ANCIENT MARITIME DISCOVERY.

M. AZUNI has read a paper to the Academy at Marseilles, in which he endeavours to prove, that Pytheas, an inhabitant of that city, had, three hundred years before the Christian era, attempted to discover a passage by the North Sea to the Southern Ocean. The Republic of Marseilles, it is well known, was formerly famous for its science and maritime discoveries. Pytheas is mentioned by Strabo, Eratosthenes, and other Greek writers, as distinguished for his knowledge of astronomy and geography. He was acquainted with the Pythagorean doctrines, upon the causes of eclipses, and upon the planetary system; he had discovered the latitude of the city of Marseilles to be 43° 17′, and this has been since found to be precise and correct, and the Cartesian doctrine of the ebbing and flowing of the tide, was long before positively asserted by Pytheas. The inhabitants of Marseilles, wishing to profit by the talents of Pytheas in their commercial concerns, sent him on a voyage of discovery, upon which he set sail in the 320th year before our era. He sailed along the coasts of Spain to the Straits of Gibraltar, from whence he turned to the north, passed by the eastern coast of Britain, and advanced six days' sail to the north of the British islands, as far, it is supposed, as Iceland. In this voyage he made the important discovery of the measured diminution in the length of the night during the summer solstice, in proportion to his progress northward. Pytheas started many ridiculous notions relative to the nature of the icy regions of the North, for which he has been severely satirized by Polybius and Strabo, the latter of whom calls him *Homo Mendacissimus*. Among these notions one is said by Strabo to have been, "that in the northern frozen regions there is neither air, earth, nor sea, but a compound of the three, forming a sort of spongy substance." This error might, however, very well have arisen in the then deficient state of geographical knowledge, from the appearance of the icy mountains that float in these seas, the surface of which very much resembles a spongy substance. These are the chief grounds upon which M. Azuni rests his proof that Pytheas in this voyage had followed instruction given by his countrymen to attempt the discovery of a passage to the Southern Seas by sailing to the North. It will be easily perceived, that there is no positive and direct evidence here to warrant a certain conclusion relative to this circumstance; though, undoubtedly, considering that Pytheas was acquainted with the Pythagorean doctrine of the universe, the thing is not impossible. At any rate, it was an arduous undertaking before the discovery of the compass.

CORRESPONDENCE.

Interesting Letter from Lieutenant SPEARING *of Greenwich Hospital.*

MY DEAR FRIEND,

YOU have so often importuned me to commit to writing the story of my misfortune, and providential preservation, I have now determined to comply with your solicitations.

From the long lapse of time since it happened, it will not appear surprising if some circumstances should escape my memory, but you may depend on it I will relate no more than the truth, so far as recollection can justify the assertion.

On Wednesday, Sept. 13, 1769, between three and four o'clock in the afternoon, I went into a little wood, called Northwoodside, (situated between two and three miles to the N.W. of Glasgow,) with a design to gather a few hazel-nuts. I think that I could not have been in the wood more than a quarter of an hour, nor have gathered more than ten nuts, before I unfortunately fell into an old coal-pit, exactly seventeen yards deep, which had been made through a solid rock. I was some little time insensible. Upon recovering my recollection, I found myself sitting nearly as a tailor does at his work, the blood flowing pretty fast from my mouth; and I thought that I had broken a blood vessel, and consequently had not long to live; but, to my great comfort, I soon discovered that the blood proceeded from a wound in my tongue, which I supposed I had bitten in my fall. Looking at my watch (it was ten minutes past four), and getting up, I surveyed my limbs, and to my inexpressible joy found that not one was broken. I was soon reconciled to my situation, having from my childhood thought that something very extraordinary was to happen to me in the course of my life; and I had not the least doubt of being relieved in the morning; for, the wood being but small, and situated near a populous city, it was much frequented, especially in the nutting season, and there are several foot paths leading through it.

Night now approached, when it began to rain, not in gentle showers, but in torrents of water, such as is generally experienced at the autumnal equinox. The pit I had fallen into was about five feet in diameter; but not having been worked for several years, the subterranean passages were choaked up, so that I was exposed to the rain, which continued, with very small intermissions, till the day of my release; and, indeed, in a very short time I was completely wet

through. In this comfortless condition I endeavoured to take some repose. A forked stick that I found in the pit, and which I placed diagonally to the side of it, served alternately to support my head as a pillow, or my body occasionally, which was much bruised; but, in the whole time I remained here, I do not think that I ever slept one hour together. Having passed a very disagreeable and tedious night, I was somewhat cheered with the appearance of day-light, and the melody of a robin red-breast that had perched directly over the mouth of the pit; and this pretty little warbler continued to visit my quarters every morning during my confinement, which I construed into a happy omen of my future deliverance; and I sincerely believe the trust I had in Providence, and the company of this little bird, contributed much to that serenity of mind I constantly enjoyed to the last. At the distance of about one hundred yards, in a direct line from the pit, there was a water-mill. The miller's house was nearer to me, and the road to the mill was still nearer. I could frequently hear the horses going this road to and from the mill; frequently I heard human voices; and I could distinctly hear the ducks and hens about the mill. I made the best use of my voice on every occasion, but it was to no purpose; for the wind, which was constantly high, blew in a line from the mill to the pit, which easily accounts for what I heard; and, at the same time, my voice was carried the contrary way. I cannot say I suffered much from hunger. After two or three days that appetite ceased, but my thirst was intolerable; and though it almost constantly rained, yet I could not, till the third or fourth day, preserve a drop of it, as the earth at the bottom of the pit soaked it up as fast as it ran down. In this distress I sucked my clothes, but from them I could extract but little moisture. The shock I received in the fall, together with the dislocation of one of my ribs, kept me, I imagine, in a continual fever; I cannot otherwise account for my suffering so much more from thirst than I did from hunger. At last I discovered the thigh bone of a bull, (which I afterwards heard had fallen into the pit about eighteen years before me,) almost covered with the earth. I dug it up, and the large end of it left a cavity that, I suppose, might contain a quart. This the water gradually drained into, but so very slowly, that it was a considerable time before I could dip a nut-shell full at a time, which I emptied into the palm of my hand, and so drank it. The water now began to increase pretty fast, so that I was glad to enlarge my reservoir, insomuch that, on the fourth or fifth day, I had a sufficient supply; and this water was certainly the preservation of my life.

At the bottom of the pit there were great quantities of reptiles, such as frogs, toads, large black snails, or slugs, &c. These noxious

creatures would frequently crawl about me, and often got into my reservoir; nevertheless, I thought it the sweetest water I had ever tasted, and at this distance of time the remembrance of it is so sweet, that, were it now possible to obtain any of it, I am sure I could swallow it with avidity. I have frequently taken both frogs and toads out of my neck, where, I suppose, they took shelter while I slept. The toads I always destroyed, but the frogs I carefully preserved, as I did not know but I might be under the necessity of eating them, which I should not have scrupled to have done had I been very hungry.

Saturday, the 16th, there fell but little rain, and I had the satisfaction to hear the voices of some boys in the wood. Immediately I called out with all my might, but it was all in vain, though I afterwards learned that they actually heard me; but, prepossessed with an idle story of a wild man being in the wood, they ran away affrighted.

Sunday, the 17th, was my birth-day, when I completed my forty-first year; and I think it was the next day that some of my acquaintance, having accidentally heard that I had gone the way I did, sent two or three porters out purposely to search the pits for me. These men went to the miller's house, and made inquiry for me; but, on account of the very great rain at the time, they never entered the wood, but cruelly returned to their employers, telling them they had searched the pit, and that I was not to be found. Many people in my dismal situation would, no doubt, have died with despair; but, I thank God, I enjoyed a perfect serenity of mind; so much so, that in the Tuesday afternoon, and when I had been six nights in the pit, I very composedly (by way of amusement) combed my wig on my knee, humming a tune, and thinking of Archer in the "Beaux Stratagem."

At length the morning, Sept. 20, the happy morning for my deliverance, came—a day that, while my memory lasts, I will always celebrate with gratitude to Heaven! Through the brambles and bushes that covered the mouth of the pit I could discover the sun shining bright, and my pretty warbler was chaunting his melodious strains, when my attention was roused by a confused noise of human voices, which seemed to be approaching fast towards the pit; immediately I called out, and most agreeably surprised several of my acquaintance, who were in search of me. Many of them are still living

Glasgow, and it is not long since I had the very great satisfaction of entertaining one of them at my apartments. They told me that they had not the most distant hope of finding me alive, but wished to give my body a decent burial, should they be so fortunate as to find

it. As soon as they heard my voice, they all ran towards the pit, and I could distinguish a well-known voice exclaim, "Good God! he is still living!" Another of them, though a very honest North-Briton, betwixt his surprise and joy, could not help asking me, in the Hibernian stile, if I were still living? I told him, "I was, and hearty too;" and then gave them particular directions how to proceed in getting me out. Fortunately at that juncture a collier, from a working pit in the neighbourhood, was passing along the road, and, hearing an unusual noise in the wood, his curiosity prompted him to learn the occasion. By his assistance, and a rope from the mill, I was soon safely landed on *terra firma*. The miller's wife had very kindly brought some milk warm from the cow; but, on my coming into the fresh air, I grew rather faint, and could not taste it. Need I be ashamed to acknowledge, that the first dictates of my heart prompted me to fall on my knees, and ejaculate a silent thanksgiving to the God of my deliverance; since at this distant time I never think of it but the tear of gratitude starts from my eye?

Every morning, while I was in the pit, I tied a knot in the corner of my handkerchief, supposing that, if I died there, and my body should be afterwards found, the number of knots would certify how many days I had lived. Almost the first question my friends asked me was, how long I had been in the pit? Immediately I drew my handkerchief from my pocket, and bade them count the knots. They found seven, the exact number of nights I had been there. We now hasted out of the wood. I could walk without support, but that was not allowed, each person present striving to shew me how much they were rejoiced that they had found me alive and so well. They led me to the miller's house, where a great number of people were collected to see me. A gentleman, who had a country house just by, very kindly, at my request, sent for a glass of white wine. I ordered a piece of bread to be toasted, which I soaked in the wine, and ate. I now desired the miller's wife to make me up a bed, fondly thinking that nothing more was wanting than a little refreshing sleep to terminate my misfortune. But alas! I was still to undergo greater sufferings than I had yet endured. By the almost continual rains, together with the cold damp arising from the wet ground on which I lay, and not being able to take the least exercise to keep up a proper circulation of the blood, my legs were much swelled and benumbed. Some of my friends observing this, proposed to send to Glasgow for medical advice. I at first declined it, and happy had it been for me if I had pursued my own inclinations; but unfortunately for me, a physician and surgeon were employed, both of them ignorant of what ought to have been done. Instead of ordering my legs into cold

water, or rubbing them with a coarse towel, to bring on a gradual circulation, they applied hot bricks and large poultices to my feet. This, by expanding the blood-vessels too suddenly, put me to much greater torture than I ever endured in my life, and not only prevented me enjoying that refreshing sleep I so much wanted, but actually produced a mortification in both my feet. I do not mean, by relating this circumstance, to reflect on the faculty in general at Glasgow, for I was afterwards attended by gentlemen who are an honour to the profession. The same method was pursued for several days, without even giving me the bark till I mentioned it myself. This happily stopped the progress of the mortification, which the doctors did not know had taken place till the miller's wife shewed them a black spot, about as broad as a shilling, at the bottom of my left heel. In a day or two more the whole skin, together with all the nails of my left foot, and three from my right foot, came off like the fingers of a glove.

Opposite the river on which the mill stood there was a bleach-field. It is customary for the watchmen in the night to blow a horn to frighten thieves. This I frequently heard when I was in the pit; and very often, when I was in a sound sleep at the miller's, I have been awakened by it in the greatest horrors, still thinking myself in the pit; so that, in fact, I suffered as much by imagination as from reality.

I continued six weeks at the miller's, when the roads became too bad for the doctors to visit me, so that I was under the necessity of being carried in a sedan chair to my lodgings in Glasgow. By this time my right foot was quite well; but in my left foot, where the above-mentioned black spot appeared, there was a large wound, and it too plainly proved that the *os calcis* was nearly all decayed, for the surgeon could put his probe through the centre of it. The flesh too at the bottom of my foot was quite separated from the bones and tendons, so that I was forced to submit to have it cut off. In this painful state I lay several months, reduced to a mere skeleton, taking thirty drops of laudanum every night; and, though it somewhat eased the pain in my foot, it was generally three or four in the morning before I got any rest. My situation now became truly alarming; I had a consultation of surgeons, who advised me to wait with patience for an exfoliation, when they had not the least doubt but they should soon cure my foot. At the same time they frankly acknowledged, that it was impossible to ascertain the precise time when that would happen, as it might be six, or even twelve months, before it came to pass. In my emaciated condition I was certain that it was not possible for me to hold out half the time, and knowing that I must be a very great

cripple with the loss of my heel-bone, I came to a determined resolution to have my leg taken off, and appointed the very next day for the operation, but no surgeon came near me. I sincerely believe they wished to perform a cure; but being, as I thought, the best judge of my own feelings, I was resolved this time to be guided by my own opinion; accordingly, on the 2d of May, 1770, my leg was taken off a little below the knee. Yet, notwithstanding I had so long endured the rod of affliction, misfortunes still followed me. About three hours after the amputation had been performed, and when I was quiet in bed, I found myself nearly fainting with the loss of blood; the ligatures had all given way, and the arteries had bled a considerable time before it was discovered. By this time the wound was inflamed; nevertheless, I was under the necessity of once more submitting to the operation of the needle, and the principal artery was sewed up four different times before the blood was stopped. I suffered much for two or three days, not daring to take a wink of sleep; for, the moment I shut my eyes, my stump (though constantly held by the nurse) would take such convulsive motions, that I really think a stab to the heart could not be attended with greater pain. My blood too was become so very poor and thin, that it absolutely drained through the wound near a fortnight after my leg was cut off. I lay for eighteen days and nights in one position, not daring to move, lest the ligature should again give way; but I could endure it no longer, and ventured to turn myself in bed, contrary to the advice of my surgeon, which I happily effected, and never felt greater pleasure in my life. Six weeks after the amputation, I went out in a sedan chair for the benefit of the air, being exactly nine months from the day I fell into the pit. Soon after, I took lodgings in the country; where, getting plenty of warm new milk, my appetite and strength increased daily; and to this day, I bless God, I do enjoy perfect health, and I have since been the happy father of nine children.

GEORGE SPEARING.

Greenwich Hospital, Aug. 1, 1793.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

SHOULD you deem the account that accompanies this, viz. the "Escape of CAPTAIN GOODALL from the clutches of the French," worthy a place in your CHRONICLE, it is much at your service.

R. T.

CAPTAIN GOODALL'S ESCAPE FROM FRANCE.

It may be remembered, that, at the commencement of the war, Capt. Goodall commanded a privateer belonging to London, called the Catherine and Mary, in which he took some valuable prizes. On the 25th of July 1803 he fell in with la Caroline French Privateer, of Bourdeaux, of nearly double his force. She had in her possession at the time, two valuable English prizes, which tempted him to attack her, not with much expectation of capturing her, but in hopes that he might separate her from her prizes, and by that means retake one or both. After an action of 25 minutes, he quitted the French privateer (being able to outsail her), and made for the two prizes, both of which he captured in sight of la Caroline, who made all the sail she could to retake them; to prevent which, Capt. Goodall placed his Vessel between the prizes and the Caroline, being determined to hazard another action, rather than tamely suffer them to be taken possession of. Captain Goodall had taken the precaution to put a sufficient number of men on board the prizes, besides prize-masters, to whom he had given instructions to make the best of their way home, should they observe, after fighting some time, that he had the worst of the contest. The second engagement was a most dreadful one; it lasted one hour and fifty-five minutes; and Captain Goodall was at length obliged to order the English colours to be hauled down, but not until he had expended every shot in his Vessel. What added most to Capt. Goodall's misfortune was, that the prize-masters were too late in sailing off with the prizes, and they were soon after taken by the same Privateer.—Capt. Goodall and his Crew were put on board the French Ship: the Seamen were confined below; but himself, and Mr. Palmer, an Officer, were allowed the use of the cabin. On the 1st of August they were taken into L'Orient. The Commissary there treated them in the most inhuman manner; he ordered them a seven days' march to Rennes, on their way to Epinal, without any other subsistence than bread and water, and the former only scantily supplied. At Rennes they were put in gaol along with the criminals, where they remained three days on bread and water, although the felons were allowed beef. A strong remonstrance from Capt. Goodall to Gen. Laborde, procured them an allowance of seven sous per day for each man, which was paid them until their arrival in the environs of Paris, where they were again imprisoned, and the allowance for each man reduced to three sous per day. On this small pittance they existed in prison, and likewise on their march to Epinal, which took place a few days afterwards. They reached the place intended for their final abode on the 13th of September, where they

found about 250 of their countrymen; among whom were the gallant Capt. Brenton, of the Minerve Frigate, taken at Cherbourg; Lieuts. Fenner, Fitzgerald, Walpole, and Bell, of the Marines, the Surgeon, and his Mate, twenty-five Midshipmen, the Boatswain, Gunner, Carpenter, and all the rest of the Crew, except the Master, who was left at Cherbourg. There were also Mr G. A. Wood, Commander of the Augusta; Mr. Cooper, of the Rachel; Mr. J. Langley, of the Resolution; Mr. J. Bailie, of the Industry; Mr. Flood and Mr. Tapley, of the Philip; and Mr. Jolly of Guernsey. Capt. Bruce, of the Ship Adventure, was sent to Chartres. On Capt. Goodall's inquiring into the state of the prison allowance, he found that the French Government allowed to each man six sous per day; but the Captain of the depôt received the whole himself, and in lieu thereof gave to each man daily only four ounces of beef, and one pound and a half of black bread, which the prisoners could not possibly exist upon, and must have literally been starved to death, but for the humanity of Captain Brenton and Officers, who allowed out of their own private purses, a regular stipend per week to the Crew, to supply the wants of nature. They were only required to attend prayers regularly. Captain Goodall did the same by the Crew of his Privateer. The poor Sailors were in a pitiable situation for want of bedding. Notwithstanding all their hardships, it will be a consolation to their friends to hear that they are all in good health. A short time before Capt. Goodall's arrival at Epinal, he learnt that forty-six prisoners had made their escape at different times, nine of whom had been brought back, and put into close confinement on bread and water. Throughout all the country which Capt. Goodall and his Crew marched through to the prison, they never met with any thing like reproach from the peasantry or tradesmen, and from no other sort of people except those connected with the Government, and these were brutal in the extreme. Captain Goodall remained at Epinal from the 13th of September until the end of the month, without being able to obtain a *sous* of subsistence money; and not having signed the parole, as nearly all the rest of the Officers had done, he conceived it no breach of faith to quit a place where he must have inevitably starved, had he not been able to have found resources elsewhere. For that purpose Capt. Goodall proposed a plan of escape to Mr. Palmer, who consented to be the partner of his toils. It was a fortunate circumstance that Capt. Goodall had just received a supply of money from Paris, from one who has often proved an Englishman's friend; and being thus prepared, they made up their minds to set off the next day, being the 1st of October, having first taken care to provide themselves with a French guide. The time appointed for the rendezvous was two o'clock in the morn-

ing. The guide took them through bye-ways during the day-time, and at night pursued the main road till sun-rise, when they found themselves at a distance of thirty-five miles from Epinal, and on the mountain des Vosges, which is surrounded by a beautiful forest. Here they took up their abode for the day. Not having dared to purchase any provisions on the road, the only refreshment they took throughout the day was a draught of water. At night they ventured out again, and sent their guide in quest of refreshments, which made them prosecute their journey in better spirits. They passed through several towns and villages without meeting the least interruption. In the course of their route to the Rhine, they passed the plain of Huningen, where a memorable battle was fought during the last war. Early on the morning of the 3d ult. they arrived on the borders of the Rhine, within a short distance of Basle. Here the guide executed his last kind office for them, which was to shew them the most convenient part to swim across. The place he fixed on appeared extremely narrow, and the adventurers expected to find the passage much less difficult than what their imagination had painted it to be. In this, however, they were deceived; for, on gaining the land on the opposite side, they found themselves on an island, and that they had to cross another channel, the current of which was much stronger than the one they had passed already. Before they undertook this new danger, they judged it requisite to strip off their clothes, which they did not think necessary to do in the first instance. Having gained the opposite shore with much fatigue, they again found themselves surrounded with difficulties; a strong current was still before them. Almost borne down with fatigue and fear, they espied a boat coming from the German side of the Rhine to the little island on which they were. In the boat, fortunately, were two milk-maids, who were coming to perform their morning office. For a trifle, Capt. G. and his friend obtained a passage on shore, which placed them safe on the German territory. In the course of the day they arrived at the village of Estein, and for the first time since their departure they ate a hearty meal. Their fears were now at an end; but they had a long tract of country before them. It was their intention to make for Husum, but to answer a particular purpose they were obliged to take a circuitous route. They went by Schwaben, Durloch, Anspach, Bareuth, Dresden, Leuchau, and Berlin. At the last-mentioned place, Capt. Goodall obtained a passport from Mr. Jackson, who received him with marked attention. Capt. Goodall and his friend left Berlin on the 15th of October, on their way to Husum, where they arrived on the 19th. On Wednesday last they embarked on

board the Lark Packet for England, and arrived safe at Harwich on Sunday morning. Mr. Palmer remained there, but Capt. Goodall proceeded to town, where he was greeted by his friends with a hearty welcome, and by his family with tears of joy.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I MUST beg the favour of you to notice, that the sketches relative to cables, &c. in your last Number, page 193, are not altogether so correct as could have been wished: but that they are nevertheless sufficiently clear to explain their intention; which was not, as described on the plate, "Methods of ascertaining the Strength of Cables or Ropes;" but were "Methods proposed for ascertaining the inflected Properties of Cables, &c."—The drawings were sent as mere sketches, and without any descriptive expletive.

Your insertion of this note will much oblige your most humble servant,

Limehouse, J. M.
Oct. 8th, 1804.

HINTS FOR IMPROVING THE NAVY.

WE present the following article to our readers, agreeably to the form in which we received it from a Correspondent. The improvements which it suggests are, *first*, the construction of Ships with four, five, or six masts, with the view of resisting the violent agitation of the sea, &c.; *secondly*, to increase the strength of Shipping in general, and to lessen the dangers arising from leaks, by fixing partitions, or bulk-heads, athwart ship. Against the first of these suggestions we are fully aware that many formidable objections may be urged; but, as we conceive it possible that some useful idea may be educed from the plan, we venture to lay it before the public. The second proposal, though perhaps new to the projector, who is not a nautical man, will not be found so to many of our readers. It is a subject, however, which at present excites some interest in the Navy, and we are happy to bring forward any argument which may tend to its elucidation.

THIS subject is not supported by any close reasoning, minute calculations or observations; for the writer concludes, that if there be any merit in the hints, or outline, it is sufficient that he has placed them in abler hands; his indolence having more power over his actions, than the partial opinion of his own merit, and the probability of the success of the following schemes united; so that he is compelled by the former to take the least possible trouble of conveying them to society.

All Vessels on the ocean, when it is perfectly smooth, are equally motionless, from the smallest Boat to the First Rate Man of War. If the wind gradually arise until it come to a storm, billows will begin to form on the surface, and increase in their height, and base, until the stoutest Ships are endangered, and often overwhelmed by their power. Upon the first agitation of the sea by the wind, whilst the billows are small, the lesser Boats only will be seen to move, and as the billows continue to increase by the increasing wind, the Vessels of larger dimensions will be agitated and will plunge; but when it comes to a hard gale, the First Rate Man of War, of near two hundred feet long, will plunge also: she, and all the others, will have little motion with head or stern meeting the waves, so long as those waves are not at such a distance from each other as to preclude the Vessel from having two under her, and entering the third, as she passes over the first.

Now it is clear to me, that if a Ship could be built of sufficient length to cover three surges, or waves, in their greatest elevation and distance, that Ship would be nearly as still as in smooth water; so that it remains to be considered, whether it would be to the advantage of navigation, if a Vessel were without any other motion than such as is caused by her passing between the waves on a side wind?

To determine this, it would be necessary to ascertain the distance of the surges on the main ocean. In the greatest storm I have been told their elevation is seldom more than twelve feet*. Next, if it could be possible to construct a Ship long enough to extend over so many seas as to prevent her plunging, whether it be of consequence that the breadth of such a Ship should bear the usual proportion to her length? Whether a Ship, from 300 to 350 feet long, with the height and breadth of a First, Second, or even a Third Rate Man of War, would not be sufficiently long, and wide, to keep her keel parallel with the horizon? and if a Ship of such length and breadth would not sail faster than any Ship of any dimensions now in use? Whether such a Ship, being divided by four or five very strong

* Far higher: forty, fifty, or sixty feet; perhaps much more.—EDITOR.

cross partitions, according to the Vessel's length, caulked and fixed so as to be water tight, would not make her *even less* liable to sink, than any Vessel at present in use, as it would rarely happen that a leak could take place in two of the compartments at the same time: and by admitting the water to come in until the Ship were sunk as low as to have removed so many tons of water as can enter into the compartment, whether the Ship would not in that state go safely on her voyage?

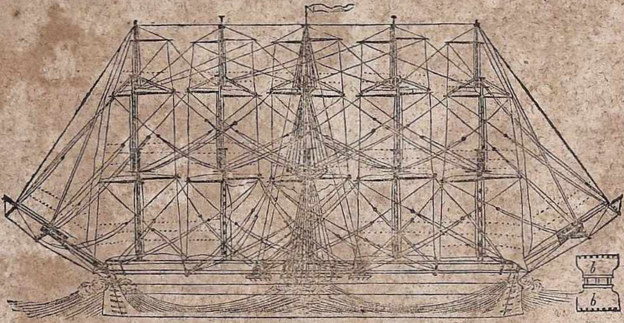
A Ship of this great length might be thought unmanageable, particularly in turning her about and working her; but I conceive that a Vessel rigged and built in the manner which I shall imperfectly describe, would answer without turning round, only by the immediate change of the position of the sails; so that there would never be any necessity for turning her at all, but, by bracing the yards and sails, she might quickly proceed in the contrary direction.

The hull of this Ship should have both ends nearly or exactly alike, calculated equally for penetrating the water, with a pretty great fulness when it came a considerable height above it; and the same draught of water at each end: the stems to be straight pieces, projecting a little over the sea; to each of which should be hung a rudder; and I think it possible to contrive it so, that, in stormy weather, that which is hung to the foremost end might be folded quite back against the body of the Ship, in a kind of case, formed by pieces of wood, sloping towards the body of the Vessel, and beginning close to the rudder when folded back: this frame would prevent it from being forced open in a storm. There must be a bowsprit at each end. The masts to be composed of three parts, as those now in use; but I conceive that they should be larger at the top, particularly the top-mast and top-gallant mast, as they can have no stays except from the mast-heads, like Schooners. And though this Ship be so long, yet her masts should not be longer than those of a sixty-four, or something thereabout; but she might have five or six of them. Shifting backstays might be used for their support in any number, and the shrouds must extend equally on each side of the mast, towards either end of the Ship, to answer the purpose of stays as much as possible. The sails will resemble those of a Schooner; two gafts must work opposite to each other on each side of the same mast, to suspend two sails like a Schooner's foresail, but not to point up: the gafts supported by very strong lifts. There must be three gafts and sails on each side of the whole mast, a lower sail or course, top-sail and top-gallant-sail; each of these gafts, with its suspended sail, being placed opposite to the other, will be capable of being braced round in such a manner as to form near 180 degrees of a circle: at the end of every

gaft there must be four very strong braces, two leading towards each end of the Ship, one on either side, extending in such a way as to have the greatest power in pulling round and supporting it. The top sail and top-gallant-gafts, which project over the ends of the Ship on the outside masts, must be shorter than those which work between the masts, particularly the top-gallant, to give room for the jibs and stays to the bowsprits, which jibs must be so contrived, by means of yards across the bowsprit, as to make the lee leech the weather one immediately on the Vessel's altering her course: there can be no ropes leading directly from one mast to the other, but only from the mast heads above the sails. Studding sails might be made use of, but they must be taken in when the Vessel changes her direction. If strong yards or booms be laid across the Ship from gunwale to gunwale, also on each top and cross-tree, the lowest to be the longest, extending some feet beyond the sides, they would be best adapted for supporting the gafts, for to them the braces should lead; the lower braces to the yards across the gunwales, the top-sail braces to the tops, and the top-gallant-braces to the cross-tree-yards; and the yards on the bowsprit which serve for changing the leeches of the jibs, would answer well for the braces of the gafts of the two masts nearest the ends of the Vessel. The jibs must have both leech ropes very strong, as they can have no stays. The tops and cross trees to bear some resemblance to the figure marked (b). The top-mast to be as close to the lower mast heads as possible; perhaps iron caps may be best. A Ship rigged in this manner, though of such immense length, would have her sails managed with more ease than a Ship of sixty guns: the only things I conceive that would require more than ordinary strength and weight, would be the cables and anchors; and it might be thought difficult to bring her up in a hard gale. Of anchors, probably number might make up for size and weight; one or two capstans at each end, for both ends must be as properly equipped for anchorage as for sailing; and, if she do not plunge, she may require less strength to hold her than might be conceived, as her masts and yards would hold very little wind compared with those of other large Ships. To stop her for anchorage, if coming on before the wind in a storm—by hauling the wind a little, and by taking in the after sails, if there be any set, and bracing the head ones sharp up to the wind, by which they would instantly become the after ones, her motion would be immediately impeded, and soon stopt; and the windward end, from which the anchors are to be cast, would turn again to the wind. Suppose this Ship to be close hauled, and I want to stop her motion, and to move as near the wind as possible in the contrary direction; let go all the braces and the sheets that keep the after-sails to the

wind, and quickly brace round the head ones, so as to fill them in a direct contrary position, and place the sheets accordingly: by doing this, the sternmost part will soon become the head, and will point itself close to the wind; which, when sufficiently done, the other sails must be braced round and filled like those in the now after-part of the Ship.

It still remains to be considered, whether this mode of building and rigging Vessels of a moderate length would not lessen the danger of their being wrecked, as they could immediately retire in the same track as they came on where there was not room to wear or stay: for want of this, I conceive that tens of thousands of men have been drowned, and thousands of Ships have been dashed to pieces. Let a Ship be built so as to have one end better adapted for going first than the other, and the last only made use of in extraordinary cases.



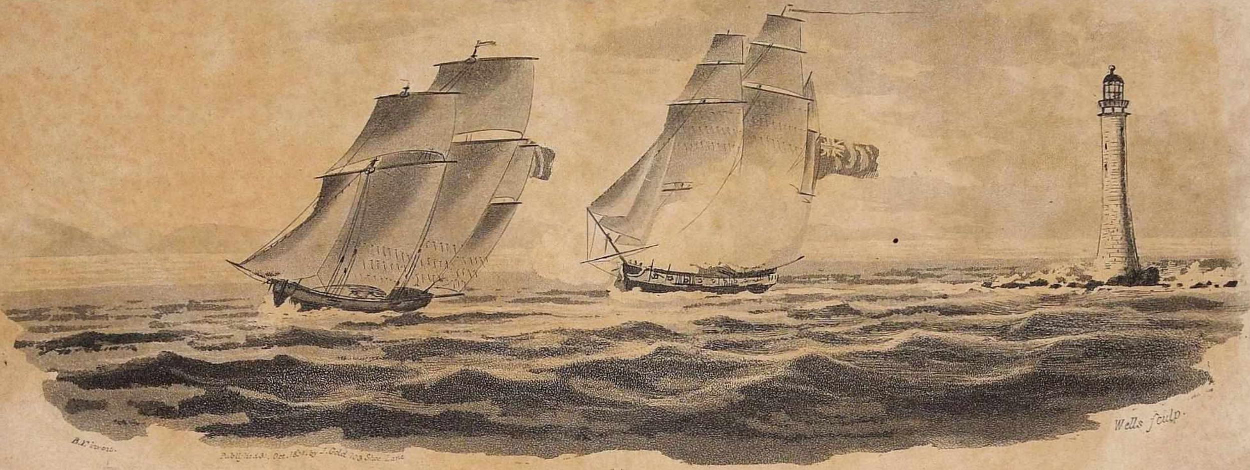
In the above imperfect figure, intended to assist in explaining perhaps a more imperfect written description, no exact proportions are to be found; one mast only is carelessly rigged, and the braces are not studiously led to the yards best adapted to support the gafts and draw round the sails. When this Vessel goes before the wind, the back-stays must be removed or slackened like those of a Cutter.

Thus far my queries and reasoning might be chimerical and impracticable; but on the subject of partitioning Vessels, I am led to ask, Whether it would not diminish the danger of sinking in Vessels of the present sizes and construction, used in carrying merchandize, by placing partitions or bulk heads across the Ship, from the deck to the keel? They certainly might be made sufficiently strong and tight, might be supported by stowing the cargo so as to prevent their

giving way when full of water, or with beams from one to the other, continuing from the head to the stern. I flatter myself with the hope, that the idea of partitioning a Ship might be worthy of mature consideration, even of trial; and most probably might be applied with success in the Royal Navy. I believe there would be no necessity for the partitions to go higher than the lower gun-deck, which would be very little in the way of convenience: let there be two of them at equal distances from the stem and stern, and from each other, dividing the Ship in three parts. It is needless to say that these partitions must be put in before the orlop deck is laid and the Vessel ceiled inside: the lower gun-deck should, if possible, be made stronger than it is usually done, as the motion of the water in the part filled with it in a storm, might, by being violently agitated, force it up; but to make that danger as unlikely as possible, all casks of provision, and firm bodies that would be moved by the water, should be knocked to pieces or removed, as soon as the water were seen coming in: and I am of opinion that there might be contrivances to break the force of it in a considerable degree. It might be easily calculated what would be the additional weight admitted into one of these compartments, allowing for the relative gravity of the bodies which would be immersed, lying under and upon the orlop deck of a Man of War: and to find how deep she would swim, after all the water was admitted that could be forced in by the weight of the Vessel. I believe that if a Ship were laden with stone, as much water would enter into the middle compartment as would immerse her something above one sixth part more than she was before, and not much above one eighth, if in either of the ends; which additional immersion would only sink very heavy laden Vessels; but Ships of War, with six months' provision, &c. would be sufficiently buoyant with it. Suppose a Ship, divided as above, and the water to be entering in at the compartment forward—the best method would be to remove all the barrels of provision, large and heavy logs, such as might contribute when floating on the surface to knock out the side, partition, or deck of the Ship, (this must be done if she happen to spring a leak in a storm; but if not, it might be omitted,) to get the guns aft, or to throw those overboard, with all ponderous substances which are lodged over the part filling with water; all other heavy bodies to be quickly placed as near the stern as possible, to use every art to keep the Vessel from sinking forward, by counterpoising the increasing weight of the water, which, after it has ceased to come in, should the Vessel be found to be very deep, every exertion must be made to lighten her; if there be in the fore part iron ballast, large stones, or other bodies whose gravity exceeds that of water three, four, five times or more, every art should be tried to get

it out from under water, and throw it overboard; as every ton taken from the fore part would admit of a vast deal more being thrown overboard from the centre and other parts of the Ship, and the water in the fore part would diminish in proportion. The foremast should be cut away, and probably the main-mast might be cut away also, reserving only a few spars for jury masts, &c.: all this being done, I think that the water would be found to remain very little above the orlop deck of a Man of War in the apartment in which it had entered; and as the fore and after-parts of a Vessel are, I conceive, the parts most likely to prove leaky, these would contain less water from their not being so capacious as the middle, in which, if a leak should happen, it would not put her so much out of trim, although a greater body of water were admitted: for the Ship could be more easily and generally lightened, and probably in a greater degree, as more matter might be thrown overboard, and all the masts might be cut away. But if a Ship be not far from land, when such an accident happens, the sea smooth, and likely to arrive at some port before a storm arise, little trouble will be required to keep a Ship afloat in such a case.—This experiment might be easily tried, and at a very small expense. Partitions might be placed on board some Vessel, fitted up with old masts, yards, rigging, &c.; or lumber, on the upper deck, exactly equal to the weight of the masts, &c., resting on the parts where the different masts stand, would answer full as well; as it might be thrown overboard with less danger and expense than the same ballast, guns, anchors, &c. as is usually put on board a Ship of such a rate, and lodged in their proper places. The Vessel should be placed where she might have about six feet of water under her keel abaft, then the plug to be drawn out from the compartment forward, and the above directions followed, with such others as may occur to Seamen: and if the Vessel float as buoyant as I conceive she will, further experiments should be made, by admitting the water into the other parts; that experience might point out the best distances for placing the partitions, and whether three would not be still better than two: after this the water should be permitted to come in at sea in a hard gale.

I have before said, that I thought there might be contrivances to break the force of the water; I meant, when the Ship should be violently tossed in a storm, for then the water would rush backward and forward, as she ascended and descended over the surges: in the last movement it would follow in such a degree, if the water occupied the forepart, as materially to prevent the Vessel from again rising with the advancing wave. In the largest Ship the space filled by it would be about 60 by 50 feet on the surface; and if the water be three feet



Wells sculp.

Publish'd 31. Oct. 18[illegible] by J. Gold 103 Shoe Lane

Eddystone Light House from the Westward.

above the orlop deck, it would rush forward with far less weight and violence than if the water extended over the whole length of the Ship, though considerably below the orlop deck. But if the space *only* between the latter and the gun-deck be again divided into four parts, I believe the motion of the water would be attended with no bad consequences, and this might be easily accomplished. Let there be put on board of each Vessel strong moveable partitions of deal plank, from three to four inches thick, according to the size of the Ship, which ingenious workmen might contrive and prepare in such a manner as to be put in their places when the water is entering the Vessel; or even after it has attained its greatest elevation.—If Vessels were thus partitioned and provided, I believe that not one tenth part of the number would be lost as there are at present.

GEORGE MATTHEWS.

Llwyn near Dolyelly, North Wales,
August 29, 1804.

N.B. Not being a Sailor, nor having any books on nautical subjects, probably I have misapplied some of the sea terms, and misspelt others.

DESCRIPTION OF PLATE CLXII.

THIS plate exhibits a view of the Eddystone Light House, taken from the westward. In the distance are the Cornish and Devonshire coasts. A Sloop of War is introduced, in chase of a Smuggling Lugger.

It was in the year 1696, that an application was first made to the Trinity House to erect a Light-House on the Eddystone Rock, off Plymouth, it having been the destruction of many Ships. A number of Masters and Owners of Ships entered into an agreement to pay one penny per ton outwards and inwards, to assist in defraying the expense: the building was accordingly commenced; and, at the expiration of three years, was completed.

On the 26th of November, 1703, about eleven o'clock at night, a most violent storm arose from the west-south-west, attended with dreadful thunder and lightning, which continued with unabating fury till about seven the next morning. In this awful storm perished thirteen Sail of Men of War, and 1519 Seamen were drowned, amongst whom was Rear-Admiral Beaumont. His Ship, the Mary, a fourth rate, foundered on the Goodwin Sands. The loss sustained in London was computed at not less than a million sterling; and the city of Bristol suffered to the amount of upwards of 150,000*l.*

In this storm also the Eddystone Light-House was blown down and entirely destroyed.

A public fast was observed with great solemnity, and an order in Council appeared in the Gazette for the payment of the bounties, and advanced wages, to the families of such Officers and Seamen as had perished in the storm, in the same manner as if they had been killed in battle. The House of Commons also addressed her Majesty, Queen Anne, upon this melancholy occasion, desiring her to give immediate directions for repairing this loss, and to build such capital Ships as she should think fit, promising to make good the expense at their next meeting.

In 1705, the Eddystone Light House was rebuilt by Act of Parliament, and the contribution from the English Shipping, which had before been voluntary, was now fixed by authority.

The present building, which was finished in the year 1759, under the direction of the late ingenious Mr. Smeaton, is about ninety feet above the rock, which, at low water, rises above the surface about twenty.—From the middle of Plymouth Sound it bears S.S.W. twelve miles and a half; and from the Ram's Head, South, 10° West, ten miles distant.

Of this group of rocks, the N.E. is the farthest from the building. It bears North, 60° East, a hundred and fifty fathoms distant. In no other direction do the rocks extend much above half this distance.

In the NAVAL CHRONICLE (Vol. X, p. 192) we observed that how intimately true taste was connected with solid judgment, and how great benefit might be derived from a proper application of the most minute remarks, was sufficiently evinced in the following anecdote:—

When Mr. Smeaton rebuilt the Eddystone Light-House, as a primary point of improvement, he was desirous to enlarge the base. On this occasion, the natural figure of a large spreading oak presented itself to his imagination; which he thus describes as an illustration of his design:—Connected with its roots that lie hid below the ground, it rises from the surface thereof with a large swelling base, which is generally at the height of about one diameter, reduced by an elegant curve, concave to the eye; whence its taper diminishes more slowly, after which a preparation of more circumference becomes necessary, for the strong insertion and establishment of the principal boughs.

Such was the suggestion which led Mr. Smeaton to construct a column—for such is the Eddystone Light House—of the greatest stability, so as to resist the action of external violence, when the quantity of matter is given whereof it is composed.

BIOGRAPHICAL SKETCH

OF THE LATE

FRENCH ADMIRAL LA TOUCHE TREVILLE.

IN order to exhibit a varied display of Naval Literature, and that our readers may be acquainted with the style in which the French record the exploits of *their* Admirals, we present the following brief memoir of the late French Commander, Latouche Treville, whose gasconading dispatches, during this and the late war, have so frequently amused the British public.

The subsequent sketch of this Officer's life is translated from *The Moniteur* of the 1st of September.

Louis Rene Magdeleine Lavassor Latouche Treville, Great Officer of the Empire, one of the Inspectors General of the Coasts, Great Officer of the Legion of Honour, Vice-Admiral commanding the Squadron of His Imperial Majesty in the Mediterranean, died on board the Ship Bucentaure in the road of Toulon.

This General Officer, descended from a distinguished family in the Marine, was born at Rochefort on the 3d of June, 1745.

He had not attained his 13th year when he was appointed a Midshipman; and in that capacity he made the last campaigns of the war of 1756, and was present in several combats.

His decided taste for the profession of the sea could not prevent his family from making him accept, in 1768, a Commission in the Cavalry; but, led by an irresistible propensity, he soon resumed his original career.

He was exercised in it by divers commands, when the American war broke out. He was employed during the whole of it in the command of Ships of War, and several times entrusted with particular and difficult missions.

In the year 1780 he commanded, in the American seas, the Frigate Hermione, of 30 guns, when he attacked the English Frigate Iris, of the same force; the Iris only owed her safety to superior sailing, which enabled her to take refuge in New York.

In 1781, united to the Frigate l'Astrée, commanded by the celebrated La Perouse, he sustained, off the heights of Louisbourg, a very warm combat with two Frigates and four Sloops of War of the enemy, and obliged them to sheer off.

In 1782, commanding the Frigates l'Aigle and la Gloire, he met, during the night, off the cape of Delaware, the English Ship Hector, of 74 guns; he attacked and disabled her, and would have captured her had not the importance of the mission with which he was charged imposed upon him the duty of continuing his route in order to enter the Delaware, where he was carrying a sum of 4 millions, and dispatches of the most interesting nature. The Hector was so roughly handled that she sunk a few days afterwards.

The Frigates were not repaired before he was attacked by a Squadron commanded by Commodore Elphinstone: obliged precipitately to enter the Delaware, he put the Gloire in a place of safety, and would have himself escaped the enemy, if the aukwardness of a Pilot had not run him upon a bank. In that critical position he withstood the fire of the enemy until he had landed his dispatches, the treasure which was confided to him, the General Officers who were passengers on board, and the principal part of the Crew *.

Peace having been declared a short time after, his experience and knowledge made him be called successively to the superior administration of the ports, and to the councils of the minister. It is to his meditations that we owe the ordonnance of 1786, the most complete military code which has hitherto appeared.

In 1787 he was appointed Chancellor of the First Prince of the Blood.

In 1789 he was deputed by the bailiwick of Montargis to the States General; where he ranged himself with the friends of a sage liberty, and none could reproach him with exaggeration of opinion.

In 1792, the prospect of a speedy war recalled him to active service by sea, with the rank of Rear-Admiral; he commanded a division of the army which was employed on the expeditions of Cagliari, Oneglia,

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* It is here, we conceive, perfectly fair to notice the account which English writers give of this affair.—According to the authority of Schomberg, on the 11th of September, 1782, the Hon. Captain George Keith Elphinstone, in the Warwick, of 50 guns, in company with the Lion of 64 guns, Captain Fowkes, and two or three Frigates, being on a cruize off the Delaware, *after a chase of several hours*, came up with and captured a large French Frigate named l'Aigle, of 40 guns, 24-pounders, on the main deck, and 600 men, commanded by the Count de la Touche, *who made his escape on shore* with the Baron Viominil, Commander in Chief of the French army in America, M. de la Montmorency, Duc de Lausan, Vicomte de Fleury, and some other Officers of rank; they took in the Boat with them the greatest part of the treasure which was on board the Frigate; two small casks, and two boxes, however, fell into the hands of the captors. La Gloire French Frigate, which was in company with l'Aigle, from drawing less water, made her escape.

and that which reduced Nice. Sent to Naples, under delicate circumstances, he nobly supported the dignity of the French name and flag.

His services, the amenity of his character, and the purity of his patriotism, did not guarantee him from the persecutions which marked but too much that epoch; he was dismissed and imprisoned till the commencement of the year 3.

No sooner was he set at liberty than he solicited being again employed at sea; but being rejected, from circumstances, he applied himself to useful works till the 18th of Brumaire, which restored him to a service where he was still to distinguish himself.

He at first commanded a Squadron at Brest; he was soon sent to Boulogne, where he prepared the first elements of that Flotilla which has now grown to such a size, and every one remembers the glorious contests which he sustained on the 17th and 27th Thermidor, in the year 9, against Admiral Nelson*.

The peace did not put an end to his indefatigable activity. Scarcely were the preliminaries signed, when he was appointed to the command of a Squadron destined for St. Domingo.

Specially entrusted with the attack of Port-au-Prince, he entered by main force into the road, reduced the forts, disembarked the troops, and powerfully concurred to save the town from being burnt.

Remaining Commander in Chief of the naval forces at St. Domingo, it was to his activity and to the sage combinations of the measures which he took to execute the orders of Government that we owe the preservation of almost the whole of the Squadron which he commanded, and which the war surprised in these seas.

He did not quit St. Domingo till Brumaire in the year 12. Sickness and fatigue had then reduced him to the gates of death.

Scarcely re-established, he solicited the honour of rendering fresh services; and in last Germinal his Imperial Majesty conferred on him the rank of Vice Admiral, and of Commandant of the Mediterranean Squadron.

Since that epoch, he has not ceased to be in sight of a superior force, which has in vain endeavoured to block up the port of Toulon. The activity which he had given to the Ships of his Squadron, and the strict discipline which he had established, did not permit an enemy's Vessel to appear before the road, without being instantly pursued, harrassed, and forced to quit the coast.

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* These *glorious* contests are yet too fresh in the recollection of our countrymen for them to require any elucidation from us.

His Majesty had nominated him, in Messidor last, Great Officer of the Empire, and Inspector-General of the Coasts of the Mediterranean.

Attacked on the 22d of Thermidor by an aguish malady, of the danger of which he was aware, he was in vain solicited to allow himself to be carried ashore in order to receive the succours required by his situation; he constantly refused, and expired on board the Bucentaure on the night between the 1st and 2d of Fructidor.

His lasts words were;—*A Naval Officer ought to die under the flag of his Ship.*

Vice-Admiral Latouche is regretted by all the Navy; his life recalls long and honourable services, and his death leaves an example of a boundless devotion to discipline.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 456.]

No. VI.

Ha! total Night, and Horror, here preside;
My stunn'd ear tingles to the whizzing tide;
It is their funeral knell! and gliding near,
Methinks the phantoms of the Dead appear.
But lo! emerging from the watery grave,
Again they float incumbent on the wave;
Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

IT will be remembered, that some time in the spring of 1802, the Ship named the Investigator was completely fitted up in the Thames, and amply stored and provided, and put under the command of Lieutenant Flinders, in order to proceed to the South Sea, for the purpose of exploring the coasts and the interior of New Holland; and that, besides the Officers and Crew, there were embarked persons skilled in practical astronomy, natural history in all its departments, and others accomplished in the art of drawing and painting.

By a Danish Ship arrived very lately at Dover, letters have been received from Canton, in China, by which it appears that the Investigator arrived at Port Jackson on the 5th or 6th of June last year, after having finished a part of the intended survey of New Holland; by which time she had received such injury in the course of her voyage, and was so rotten, that, on examination then made, she was condemned as unfit for further service.

The same accounts further add, that the Porpoise, a small armed Vessel then at Port Jackson, under the direction of Governor King, was pitched on to complete this voyage of discovery; but that, being surveyed, she was also found unfit for so dangerous a service. It was then determined that the Porpoise should proceed to England with the Officers of the Investigator. To the men of science an offer was made of either stopping at Port Jackson till Lieutenant Flinders should return from England with another Ship, or taking a passage home, as many as could be accommodated, in the Porpoise; the rest to follow by the first proper conveyance that might offer.

The Porpoise sailed from Port Jackson about the 10th of August, 1803, having under her convoy the Merchantmen Cato and Bridgewater, bound to Batavia. The intended track was through Forrest's Straights, between the north coast of New Holland and New Guinea, and so, getting into the Indian seas, to follow the usual track of the Indiamen, instead of the circuitous route by Cape Horn.

The public has lately been informed of the unfortunate result of this voyage; and the following additional account, extracted from the journal of the Cato, will be received with particular interest by those who may be obliged to navigate the seas where those Vessels were lost, as the situation of the reef is laid down in such a manner as to enable future navigators to avoid it:—

August 18, 1803.

" At a quarter past one, saw a sand bank, bearing S.W. about three leagues; called all hands, and attempted to get aboard the main tack, but the Bridgewater (a Ship which sailed in company with the Cato and Porpoise) having hauled to the wind on the opposite tack, were obliged to bear up, to prevent running against her—struck the reef aft at a quarter before ten, P.M. about a cable's length from the Porpoise, who had been ashore some time. The Bridgewater stood on to the Southward, and fortunately cleared the breakers. We attempted to get out the Boats, but the Cato unfortunately keeling off to the sea, the surf broke so violently upon her decks, that it staved them to pieces. We then cut away the lanyards of the inner shrouds, and the masts went by the board. All hands then took to the inner fore-chains, which was the only place we had to fly to, in order to prevent our being washed overboard by the violence of the surf. In this situation we clung all night, the sea making a free passage over us, and kept straining our eyes after the Bridgewater's lights, confidently hoping the Boats of that Ship would come to our assistance in the morning, but in that hope we were disappointed.—She hove in sight to the Southward, about nine A.M. and stood towards us so as to

shew her courses above water; at 9½ A.M. she tacked, and stood to the Southward again, and we never saw her more. At 10 A.M. the Cato began to part at the larboard gangway, (previous to which her decks were all blown up,) which obliged us to attempt getting through the surf to the Porpoise's Boats, which lay to the leeward, ready to pick us up, that Ship having fortunately keeled in, so that the sea broke over her, but did not fill her. The Cato's decks being copper fastened, the nails all drew, and whole planks came up together.

"On these planks we ventured through the surf, two or three together. At two o'clock, on the 19th, we all got away from the Ship, but unfortunately three Seamen, Robert Kay, William Tindall, and George Philliskirk, were lost in the surf. The next landed in safety, but naked, and joined the Crew of the Porpoise upon a sand bank, about 250 yards long, and 100 yards broad, and about a quarter of a mile distant from the wrecks. The Officers and Men of the Porpoise humanely shared their clothes and blankets with those of the Cato; and after getting on shore some provisions and water from the Porpoise, we all lay down to sleep with some little comfort, and except from a few of the Cato's Men who were bruised among the rocks, not a complaint was heard on the bank."

The journal continues to state that a resolution was formed, that Messrs. Flinders and Parks should sail with twelve Men in the Porpoise's large Cutter, which was fitted for the purpose, to Port Jackson, and procure assistance of the Crews. This was accordingly done; the Cutter performed the voyage in safety, and returned with his Majesty's Ship Rolla, who conveyed the Men to China.

Wreck Reef Bank (so called from the unfortunate circumstances above mentioned,) lies in latitude 22° 11′ South, and in longitude 155° 36′ East from Greenwich, ascertained from the mean of sixty sets of observations. Cato's Bank lies in latitude 23° 28′ South, and in longitude 155° 49′ East from Greenwich, ascertained from the distance run from that bank to the Reef where the Ships were wrecked.

NAUTICAL DISCOVERY.

[FROM THE CALCUTTA POST, AUG. 12, 1803.]

THE following particulars are from the log book of the Hon. Company's armed Brig Waller, under the command of Lieutenant ALEXANDER DAVIDSON, of the Royal Navy, on her passage from Malacca to Amboyna and back:—

"Lieutenant Davidson, of the armed Brig Waller, on his passage from Malacca to Amboyna, saw a dangerous shoal near the island of Sourootoo (or Sowra), which appeared to be nearly even with the water's edge, and very steep; its length about half a cable each way; had a small breaker near the middle of it, notwithstanding the sea was tolerably smooth; the Waller passed it within a quarter of a mile's distance, and had 24 fathoms' soft ground when abreast of it at one P.M. April 18, 1803. When in one with the south point of Carmata Island it bore N.E. $\frac{3}{4}$ N. and the north westernmost part, then in sight of the island of Sourootoo, N. $\frac{1}{2}$ E. distant about five leagues.

"About a mile to the southward and eastward of this, saw another shoal, which had likewise a small breaker upon it; as the Waller was carrying dispatches and had a fine breeze, after being nearly becalmed for eight hours, it prevented her Commander from sending a Boat to examine it more particularly, especially as it was at that season of the year which made it doubtful what passage the Vessel would make. He has since heard that an American Vessel was either lost, or nearly so, upon one of these shoals.

"Having a strong current setting to the southward, Lieutenant Davidson attempted to pass to the northward of those islands and shoals which lie in the south entrance of the Straits of Macassar, being apprehensive that if he went to the southward of them so late in the season, he would be drifted too far to leeward of the Straits of Salayer, to pass through them before the contrary currents should become too strong to accomplish it, the winds being light and variable between N.E. and S.E. On the 29th of the same month, at seven P.M., passed over the tail of a shoal; saw the bottom clearly; it appeared to be of fine white sand, with several small coral rocks; had only three casts of the lead upon it, viz. 9, 11, and 14 fathoms; then no ground with 40 fathoms. Abut three miles to the southward of this, at 9, 30, A.M. found the Waller upon the edge of another shoal, apparently much more dangerous; saw the sharp pointed coral rocks under the bottom; had soundings upon it from $8\frac{1}{4}$ to 15 fathoms, and then no ground with 22 fathoms. About four miles farther to the southward perceived near noon the Vessel to be on the edge of a third shoal, and again beheld the rugged coral rocks under her keel; had soundings on it of 9, $9\frac{3}{4}$, and $10\frac{1}{4}$ fathoms; afterwards no ground.—The two last the Waller avoided, by instantly putting the helm down, heaving all the sails aback, and letting the Vessel pay round upon her keel; the latitude observed when on the edge of the last-mentioned shoal was 4° 37′ S., and longitude, per chronometer, 117° 8′ E. Finding the current now setting to the northward, and having been three

times on hitherto unknown dangers, the Waller stood away to the southward, close hauled on the larboard tack, with a fine moderate breeze; and at 2° 42′ 51″ P.M. the observed longitude per Sun and Moon, from the mean of three sets of sights, was 117° 5′ 20′ E. From noon to the time the sights were taken, the Vessel had run about 4 leagues on a S. ¾ W. course. From the near agreement, therefore, of the observed longitude with the chronometer, Lieut. Davidson believes 4° 37′ S. and 117° E. to be the correct latitude and longitude of the last-mentioned shoal. He says, that he is not acquainted either with their extent or danger, from the same reasons before given, for not examining that shoal off Sourootoo. The sights for the latitude and time were taken by a Ramsden's sextant; those for the longitude by a Throughton's, and all of them under the most favourable circumstances.

"The chronometer varied about half a degree from the 18th of April to the 12th of July.

"At the time of taking the distances of the Sun and Moon, there were four islands in sight from the mast-head, at six P.M they bore E. by S. half S. distance 13 miles; they are low and woody, and cannot be seen farther than seven or eight leagues. From not seeing any land to the westward, supposed them to be those called Noosa Comba: if so, their position on the latest charts extant very ill agreed with the latitude and longitude deduced from the above observations, and the bearings and distances of these islands from two stations. The chart lays them in 5° 12′ S. and 116° 41′ E.—Lieutenant Davidson, 5° 2′ S. 117° 9′ E.

"The Waller, in returning from Amboyna to Madras, steered for, and made Christmas Island, which she passed about eight leagues to the southward. It appeared pretty high land, and about five leagues in length from east to west. Lieutenant Davidson made its latitude 10° 32′ S., and longitude (by three single sights per Sun and Moon) 105° 33′ E. Navigators differ considerably in the longitude of the island, and some of the new charts have omitted it entirely, probably from a dangerous mistake, or a doubt of its existence."

SURREY SESSIONS.

Horsemonger-Lane, Oct. 9.

THE BLIND SAILOR.

ROBERT Howell was indicted for stealing a bundle, containing wearing apparel; and also a sum of money, amounting to 7l. and upwards, the property of Francis Cooke, a blind Sailor.

Mr. Morris, in a most impressive and animated manner, shortly stated the case, on the part of the prosecution.

The prosecutor being permitted by the Court to tell his story in his own way, related it nearly as follows:—"Please your Worship, my name is Frank Cooke: I have served his Majesty for many years, and have seen some hard service before now; you see that mark (pointing to a mark over his right eye). About five years ago we engaged with a French Frigate, and when she had struck we went on board her; but, like a treacherous enemy, as she always was, when we got on deck, they attacked us, and in the fight I was struck just there (pointing) with a boarding pike: it entered my head, and I fell overboard. On being taken up, seven splinters, mixed with pieces of my hat, were taken out of my skull, and I immediately lost the sight of that eye; the loss of the other soon followed, and I became blind, but still remained on board as Captain's Mate. The prisoner, Robert Howell, I had known for several years; we were messmates together, and intimately acquainted. When I was about to be discharged from the Hospital Ship at Sheerness, the Doctor, knowing we were old friends, appointed Bob Howell to be my guide and assistant as far as Bristol, whence we were going to our friends. We left the Ship in a Boat, and were landed somewhere in London, but I could not tell where. We had not gone far through the streets when we came to a gateway at the corner of a street, and he took my stick from me, tore my pocket, where I had my money sewed up, off my jacket, and ran away with my bundle of clothes. After remaining on the spot for near two hours, I made my way as well as I could. As I went along, I fell foul of a poor woman's tea-table, at the corner of a street, and had like to have thrown the poor creature's tea-things all about; but, I thank Heaven, I did her no mischief; however, I told her my lamentable story, and she pitied me. A poor little ragged boy came up, and she begged of him to conduct me to Bow Street. The poor dear fellow led me along, and, when I told him my story, the good-natured soul put a penny-piece into my hand. We went along until I found myself on Bow Street Office steps. "Here is the place you will be sure to get redress," said the boy. There was no one at the office then, so I asked for the next public house, and he took me to one just opposite. "I must now leave you," said he. I was sorry for it; but, do you know? he soon came back again, and the dear generous fellow put another penny piece into my hand, and bid me good bye.—Poor fellow! I shall never forget his generosity.—I then got some porter with the money he gave me, and soon after was brought to the office, where I told my story. I have lived like a prince since."—His bundle was then produced, and being asked, could he identify his

clothes, he answered, "Let me see; I'll soon shew you." Then, taking a blue spotted handkerchief, he felt the several corners of it, and, holding it up, "See there, Gentlemen; there's a darn I made with my own hands, with white thread; 'tis a clumsy thing." He was then given a pair of pantaloons, and observed, "Yes, yes, these are my pantaloons; I know them: when I was Captain's Mate I used to wear them: they were too long for me, and I cut them short; with the pieces I cut off I strengthened the inside of the thighs; see here they are, and my own clumsy work." His trowsers were then produced. "Now, I know these; they are my dirty trowsers I threw off the day I left the Ship, and, having turned them inside out, I folded them up stocking fashion, to prevent their dirtying my other clothes. If you look, you'll see!"

In the course of the blind man's story, he narrated an instance equally wonderful as his good fortune in tracing this man. It appeared, that while on duty on board in an engagement, in one of his Majesty's Ships, in the Mediterranean, he and one of the Lieutenants, in the act of boarding, were wounded and knocked overboard, and had to swim for their lives together. They were both saved by the Boats, but never met after, until the day when the poor blind Sailor made his appearance at Greenwich to claim a pension for the loss of his sight; he heard a voice he knew, and called the Lieutenant by his name; he asked the usual question, what he was doing there? he answered, to claim a pension. The Lieutenant, on enquiring, found it was a fortunate meeting for his blind friend, who had come there unprovided with the necessary certificates; he soon furnished them, assisted him with his personal application, and succeeded in obtaining a pension ticket for him for 10l. per annum.

When the prisoner was asked, Would he ask him any question? he answered in the negative; and the blind man immediately exclaimed, "That's he! that's his voice! I know it well! He a British Sailor! Oh! no, not he indeed!"

The other witnesses proved that, on the 23d of September last, the prisoner went to the White Lion Inn, in Tooley Street, in the Borough, and brought with him a bag containing wearing apparel: he gave the landlord a 5l. note, two of 1l. each, and some change, to keep for him. When he was apprehended, about a week afterwards, by the Bow Street Officers, he acknowledged he had left the Hospital Ship in company with a blind Sailor, who parted with him at the corner of a street, and did not see him afterwards. This was the prisoner's defence.

The Chairman said, he would not trouble the Jury with summing up the evidence, it was perfectly clear and circumstantial, and they were

fully competent to judge of the facts. Without any hesitation, the Jury found the prisoner guilty.

The Chairman, in passing sentence, observed, that it was a case of the most aggravated nature that ever came before a Court: he could not express the sensations he felt at the inhuman and abominable conduct of the prisoner; nor could any observations of his impress it stronger on the Court, than the evidence of the blind Sailor himself.—The prisoner was then sentenced to seven years' transportation, and, in the mean time, to be confined to hard labour in the House of Correction at Newington.

NAVAL HISTORY OF THE PRESENT YEAR, 1804.

(*August—September—October.*)

RETROSPECTIVE AND MISCELLANEOUS.

OUR readers must perceive, that notwithstanding continued exertions, we find it difficult, and sometimes impossible, to keep pace with the full tide of naval intelligence, which overflows the limits we are compelled to assign: and we feel an honest pride, on being reminded by many of our Correspondents, particularly those in the East and West Indies, that but for those exertions, many important events in the Naval History of our Country would have sunk into oblivion.

The more attentively we regard the political atmosphere of Europe, under all its present extraordinary and diversified circumstances, the stronger becomes our conviction, that the war into which we entered as a single-handed contest against France, will eventually, and that at no very distant period, include on either side all the Powers of Europe.

The principal event which has varied the hitherto dull, inactive nature of the present war, and which called forth a great deal of party-spirit, will be found detailed in our *North Seas Report.* This exploit was atchieved off Boulogne, on the night of Tuesday the 3d of October, and appears to have answered in a considerable degree. Two newly invented machines, laden with stones and gun-powder, worked under the water, and conducted by small Boats, were conveyed to the opposite extremities of the French Flotilla; in which situation they exploded, after a certain time, throwing up quantities of large stones. Lord Melville was on board our Squadron; and Mr. Pitt, and Lord Harrowby, it is said, were anxious spectators of the scene from Walmer Castle. The war has hitherto been a war of safety; we now know that safety is accomplished, and that it will become a war of glory. The enemy will hereafter find it impracticable to assemble any numerous force without their harbours, to send over at once; and to sail directly from their harbours is impossible.

The following is an extract from a letter received from Paris:—" While you are busy in England speculating upon the destination of our Expeditions and Armaments from Brest, Rochfort, and Toulon; while you are sending them sometimes to Sicily and Sardinia, and sometimes to Ireland, or Egypt; the

general opinion in our political circles is, that of the three of these Squadrons, that have land troops on board, two are destined for the Brazils; one directly, and the other after it has, on its passage, placed a garrison in the Island of Madeira."

Letters from Gibraltar, Cadiz, and Malaga, arrived at Portsmouth in the Kent.

Gibraltar, Aug. 26. Our Fleet off Toulon consisted of eight Sail of the Line, and seven Frigates: all the Crews in good health, and in the highest state of discipline.

Cadiz, Aug. 24. The Amphitrite arrived here a few days ago from Vera Cruz, having on board *three millions seven hundred thousand dollars,* in specie, on account of our Government, besides large sums for individuals. Two other Frigates, with three millions each, were to sail for this place in the course of two months after the Amphitrite. All remittances in silver from this Government to Buonaparté are sent in British Men of War, as being the quickest, the safest, and the most advantageous way of sending money from this country to France.

According to letters from Constantinople, the Captain Pacha took possession of Jean d'Acre with a naval force of 24 Ships, on the 15th of July, without firing a shot. This event will tend to re-establish the power and influence of the Porte in Syria.

Sweden has a Navy of 20 Ships, carrying from 40 to 74 guns, and nearly 300 Gallies: there are 7500 Sailors in the King's service, and 15,000 more enrolled for the Navy: in addition to which, 20,000 more Seamen could be drawn from the Fisheries on the Coasts of Sweden and Finland.

Denmark has 27 Sail of the Line, and about 50 Floating Batteries, Gallies, &c.; there are 6000 Seamen in the Royal service, and 20,000 more may at any time be assembled from the Fisheries. The Merchant service employs 18,000 more, in about 300,000 tons of Shipping.

Vice-Admiral Crown, who commanded the Russian Fleet on its arrival off Elsineur, and who fought so gallantly in the Swedish war, is now cruizing off Bornholm: his Squadron then consisted of ten Sail of the Line, three Frigates, and some smaller Vessels.

Lieutenant Wright was liberated by Buonaparté, not as a prisoner of war, but as a State criminal *of too bad a character to be kept in Paris, lest his* PRINCIPLES *should contaminate the virtuous keepers of his prison!* The Fact is, that the infamous and unprecedented treatment of this brave Officer was disgusting to the whole nation of France, and it was accordingly whispered to the *Arch-fiend,* that it might be advisable to release the Lieutenant.

The publications which have most recently interested the political world are,—1. The pamphlet which Lord Sheffield has published in defence of the Ship Owners, who contend that the execution of the Navigation Laws ought not to be relaxed. 2. Sir Robert Wilson's pamphlet addressed to Mr. Pitt, entitled, "An Enquiry into the present State of the Military Force of the British Empire, with a View to its Re-organization." And, 3. The intercepted Letters on board the English East India Ship the Admiral Alpin, lately captured by the French, which they have published. The letter from Lord Grenville to the Governor General, the Marquis Wellesley; and that from his brother Mr. Henry Wellesley, have particularly attracted notice.

On Thursday morning, Oct. 11, as W. Ash, T. Ash, (father and son,) W. Arnold, and J. Fowler, shipwrights, were at work in the magazine of the Bellero-

phon, lying in dock at Portsmouth, a candle (the place being secluded from light) communicated itself to some loose powder, and they were in an instant rendered the most shocking spectacles, by the effect of the explosion. An inquiry has been instituted on the Gunner of the Ship, for his carelessness in leaving the powder.

The force of the enemy at Rochfort consists at present of five Sail of the Line, one a three-decker; four large Frigates, two Men of War Brigs, and several Gun-boats: this force is moored in two lines, defended on one side by the Isle d'Aix, a place very strongly fortified, and on the other side by a large Floating Battery, with 12 mortars, 32 guns of a large calibre, eight of which are parted off for red-hot shot.

The building of the Martello Towers for the protection of the coast from Bray to Dublin, proceeds with unexampled dispatch; they are in general about forty feet in diameter, precisely circular, and built of hewn granite, closely joined; some are already thirty feet high, and exhibit proofs of the most admirable masonry; one has been just begun at Williamstown, near the Black Rock; those from Dalkey to Bray are nearly finished.

THE APOLLO GUINEAMAN.

Some time since we heard of the good conduct and bravery of Captain Cummins and the Crew of the Apollo Brig (a small Guineaman about 120 tons only), in beating off a French Privateer of much superior force, to windward of Barbadoes, in March last, and afterwards conducting the Apollo safely to her destined port. We are happy in having it in our power to inform our readers, that although those men could not be considered as entitled to reward from the Patriotic Fund at Lloyd's, yet, to the honour of the Underwriters on the Apollo and her cargo, they have not been otherwise forgotten, as we find that the Underwriters on such parts as were insured at Liverpool, immediately presented Captain Cummins with a piece of plate; the London Underwriters, as soon as they were informed of the circumstances, immediately signed off two guineas per cent. on their subscriptions, under the following declaration:—

"We the undersigned Underwriters on a Policy of Insurance, per the Apollo, Captain Cummins, on a voyage from Liverpool to Africa, and a market, wrote to William Barnes, in August, 1803, do hereby agree to allow two guineas per cent. on our respective subscriptions, to be apportioned by the Owners of said Vessel, and presented by them, to the said Captain Cummins, his Officers, and Crew, according to their rank in the Vessel, and the services respectively rendered by each, in beating off a Privateer of superior force on the 23d day of March last, about 80 miles to the windward of Barbadoes, thereby preserving the property under their care, and shewing a truly laudable British spirit in repelling the attacks of an enemy of superior strength."

This subscription, so trivial individually, yet amounting in the aggregate to 113l. 8s., has been transmitted by the broker to the Owners of the Apollo at Liverpool, to be divided as desired, on the return of the Vessel from the voyage she is now performing. We feel much pleasure in making known this circumstance so highly honourable to all the parties, and doubt not but it will excite an equal emulation in others to follow the example of the handful of brave men that composed the Crew of the Apollo.

A Brig with 200 Frenchmen on board, of whom General La Valette is said to be one, from Charlestown, has been lost on the Grand Bahama, and only 21 persons saved.

THE KING GEORGE CUTTER.

A letter from an Officer on board one of the Squadron off Havre, dated September 27, says:—"I am sorry to have to state the loss of one of our Cutters (the King George), which got aground when in the act of destroying one of the enemy's coasters, which she had forced on shore; and after using every effort to get her off, but to no purpose, they were under the necessity of destroying her by fire, to prevent her falling into the hands of the enemy. We were too far off in the large Ships to afford any assistance: indeed, had we been nearer, it would not have been possible to have kept the enemy in check, as we could not approach within gun-shot for the shallowness of the water; and being a strong ebb tide and east wind, the Boats of the Squadron could not have arrived in time to afford any assistance, as the Frenchmen were all in motion, and in less than an hour fourteen of their Brigs and Luggers had completely surrounded them; but notwithstanding this, she was completely on fire before the last Boat quitted her, as we could perceive by our spy-glasses. The dastards then sheered off from the Cutter, and pursued the Boats for four or five miles, keeping up an incessant fire of round, grape, and musketry, latterly within pistol shot, which literally covered the Boats; and had it not been for the gallant manner in which the Locust Gun-brig stood in and covered them, I am convinced, in ten minutes more they must have been all destroyed or taken; but sooner than risk an action, though only with two Gun-brigs, they thought it most advisable to abandon the pursuit. Too much praise cannot be bestowed on the Officer and Crew of the King George, for the gallant and determined manner in which the whole business was conducted; however, it is only another instance of the superior courage and address of British Seamen. While I am closing this, I am given to understand that not a man is killed or wounded, which utterly astonishes me, as I never witnessed a more galling fire.

Reculver.—The effect of the high tides near the autumnal equinox, on the north eastern coast of this country, has been very fatally conspicuous at the ancient village of Reculver (the *Regulbium* of the Romans.)—Early on Sunday morning, Sept 30, the wind blowing strong from the north-west, and the tide being just at the full, the cliff, on which were two houses (the angle of them standing perpendicularly on the edge of it, gave way, and in the course of the day, together with the houses, was precipitated in ruins on the beach beneath, carrying with it the exterior walls of three adjoining houses; the remains of which have since been taken down, in order to preserve the timbers and other fragments. One of them was an ancient building, immediately opposite the public-house, and had the appearance of having been part of some monastic erection.

The houses were chiefly occupied by labouring persons and fishermen, who had just time to preserve their beds and little articles of furniture, and who have since taken up their habitations in the church of the *Two Sisters*; which, however, after a lapse of near ten centuries, unless some very effectual measures are adopted to prevent it, will, much as it is to be regretted, eventually be swallowed up in the approaching winter; so rapid and destructive of late years have been the inroads of the sea.

The devastation of the waves, by undermining a cliff of loose sand and clay, has laid open the graves of the ancient cemetry, and a skull and other emblems of mortality and of curiosity, at various places present themselves to view in the chasms on its surface.

In consequence of the plague, which now rages at Malaga, all Ships from that

port and within its vicinity, are to be put into strict quarantine, previous to their being permitted to enter any of our ports.

Cork, Oct. 3.—His Majesty's Ship Topaze, Captain Lake, which arrived at Cove yesterday, has brought in the French ship Letter of Marque, Minerva, of Bourdeaux, which she captured on the 25th ult. in lat. 49° 30', long. 15° 30' west, after a chase of twelve hours. The Minerva is pierced for 18 guns; mounted 14; her Crew consisted of 111 men, and her destination was Martinique, with a cargo of wine and brandy, and a few cases of small arms; she had a cruizing license, and was met by the Topaze three degrees northward of her course, where she lay to, to intercept the homeward-bound Jamaica Fleet; she had been twenty days from Bourdeaux, and had made no capture. His Majesty's Sloop la Fleche, Captain Digby, also arrived in our harbour, from a cruize.

Upwards of a hundred of the machines employed in the late affair off Boulogne, have been constructed in London, and will, no doubt, be shortly brought into good use. An Officer who was engaged in the experiment, describes them as resembling in form a large coffin.

"Each of the casks, or coffers, (he says), had what was called a clock affixed to it, which was so contrived as not to admit any water. This was primed and set, so as to go off at any desired time after drawing out a pin. A reward depended on bringing away this pin. We came within pistol-shot of a Corvette before we let go our coffers, under a fire of shot and shells from the shore. The first explosion, which took place in a few minutes, was very great, and seemed to strike the enemy with general consternation. Their firing seemed to cease for a minute or two, and then to be pointed towards the explosion. In the course of some time six or seven more machines exploded, but through some mismanagement several failed going off. The coffers are made of thick plank lined with lead. A plank is left out for filling it. When filled, the plank is put in, nailed, and caulked, paid all over with tar, covered with canvas, and paid with hot pitch. Some of them, when full, might weigh two tons. I may compare their outward form to a large log of mahogany, formed like a wedge at each end. There was a line affixed to one end, with something like an anchor. This line and anchor was floated with pieces of cork, intended to hook their cables, that the coffer might swing round and lay along-side: the other line is the towing line. The coffers were weighted with shot, so as only just to float; by which means they would scarcely be struck by any shot in the water, and could pass undiscovered. After our machines were let go, we continued pulling about for two hours, in order to render any assistance to other Boats that might require it. We then, after a hard pull, (the wind and tide being right in,) got on board our nearest Ship."

Oct 5, at two in the morning, the bullion brought from Elsineur in his Majesty's armed Ship Lion, Captain Bradbay, was landed at the Tower, and safely lodged in the Mint.

The contract for supplying the Navy with Irish provisions has been taken by Messrs. Bogle French, Burrowes, and Canning, Merchants, of Broad Street. The quantity contracted for is comparatively much smaller than usual, being only 9000 tierces of pork, and 6000 tierces of beef.

Colonel Shrapnell, at Woolwich, has made some improvement in the construction of shells, which, on exploding, discharge a large quantity of swan-shot in every direction, to the distance of 150 yards from the point at which the shell bursts. Some experiments have been made on this destructive engine with the desired effect.

Captain Collard, of the Railleur, who is mentioned, with others, in Lord Keith's letter, as having so gallantly braved the enemy's very numerous armed Vessels and land batteries, commanded his Majesty's Ship Vestal in 1801, and, while lying in Torbay, a soldier of Captain Dancer's Company, of the 40th Regiment, named Edward Pitts, fell overboard, and must have been drowned, had not Captain Collard instantly jumped overboard and saved him.

Gazette Letters.

ADMIRALTY-OFFICE, OCT. 3, 1804.

Copy of a Letter from the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c. to William Marsden, Esq.; dated on board His Majesty's Ship the Monarch, off Boulogne, the 3d Instant.

SIR,

THEIR Lordships are aware that my attention has, for some time past, been directed to the object of ascertaining the most effectual mode for annoying the enemy's Flotillas at their anchorages in front of their ports, under protection of their land batteries.

Having, on the afternoon of the 1st instant, arrived at this anchorage, and finding the weather promising to be favourable, and about one hundred and fifty of the Flotilla on the outside of the pier, I resolved to make an experiment on a limited scale, of the means of attack which had been provided.

The final arrangements for this purpose were made on the morning of yesterday. The Officers named below * were put in charge of the principal Vessels which at this time were to be used. The armed Launches, and other Boats of the Squadron, were appointed to accompany and protect them. The Castor, Greyhound, and some smaller Vessels, were directed to take up an advanced and convenient anchorage for covering the retreat, giving protection to men who might be wounded, and Boats that might be crippled, and for towing off the Boats in general, in the event of the wind freshening and blowing upon the coast.

The operation commenced at a quarter past nine o'clock last evening, and terminated at a quarter past four this morning, during which time several Vessels, prepared for the purpose, were exploded amongst, or very close to, the Flotilla; but on account of the very great distance at which they lay from each other, no very extensive injury seems to have been sustained, although it is evident that there has been very considerable confusion among them, and that two of the Brigs and several of the smaller Vessels appear to be missing since

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* Officers in charge of the explosion Vessels above referred to:—

Captains—Macleod, of the Sulphur.
Jackson, of the Autumn.
Edwards, of the Fury.
Collard, of the Railleur.
Searle, of the Helder Defence Ship.

Lieutenants—Stewart, of the Monarch.
Lowry, of the Leopard.
Payne, of the Immortalité.
Templer, of the Sulphur.

Midshipman—Mr. Bartholomew, of the Inflexible.

Captains Winthrop, of the Ardent, and Owen, of the Immortalité, most zealously and usefully superintended the operations from the Southward, and the Honourable Captain Blackwood, of the Euryalus, from the Northward.

KEITH.

yesterday at the close of day. I have great satisfaction in reporting, that, notwithstanding a very heavy discharge of shells, shot, and musketry, was kept up by the enemy throughout the night, no casualty whatever, on our part, has been sustained. The enemy made no attempt to oppose their rowing Boats to ours.

Their Lordships will not expect that, at the present moment, I am to enter much into detail; but I think it my duty to state to them my conviction, that, in the event of any great accumulation of the enemy's force in their road-steads, an extensive and combined operation of a similar nature will hold forth a reasonable prospect of a successful result.

The conduct of the Officers and Men, who have been employed on this occasion, deserves my highest commendation: I cannot more forcibly impress their merits upon their Lordships' attention, than by remarking, that the service was undertaken, not only in the face of, but immediately under, the whole line of the enemy's land batteries, and their field artillery and musketry upon the coast, but also under that of upwards of one hundred and fifty armed Vessels, ranged round the inner side of the Bay; and that the Officers and Men who could so deliberately and resolutely advance into the midst of the Flotilla, under such circumstances, must be considered worthy of being entrusted with the performance of any service, however difficult or dangerous it may appear to be, and consequently to be highly deserving of their Lordships' protection.

I have the honour to be, &c.

William Marsden, Esq. KEITH.

ADMIRALTY-OFFICE, OCT. 6.

Copy of a Letter from Vice-Admiral Lord Viscount Nelson, K.B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq.; dated on board His Majesty's Ship Victory, at Sea, the 7th August, 1804.

SIR,

I herewith transmit you a copy of a letter from Lieutenant Harding Shaw, commanding his Majesty's Brig the Spider, acquainting me with his having, on the 11th Ultimo, captured la Conception French Privateer, mounting two brass guns, and manned with forty-seven men, which you will please to lay before my Lords Commissioners of the Admiralty for their information.

I am, &c.

NELSON & BRONTE.

His Majesty's Brig Spider, Alicata Roads, 12th July, 1804.

MY LORD,

I have the honour to inform your Lordship, that I yesterday fell in with and captured la Conception French Privateer, mounting two brass guns and forty-seven men, Alicata bearing E.N.E three leagues; fitted out from Ajacia, in Corsica, and sailed from Girgenti yesterday morning; have sent her into Malta, and sent on shore here thirty-three of the prisoners. She has made no capture since her leaving Corsica, which has been about a month.

I have the honour to be, &c.

HARDING SHAW.

Right Hon. Lord Viscount Nelson, K.B. &c. &c. &c.

Copy of another Letter from the Right Honourable Lord Viscount Nelson, K.B. &c. to William Marsden, Esq.; dated on board his Majesty's Ship Victory, at Sea, 12th August, 1804.

SIR,

Herewith I transmit you, for the information of the Lords Commissioners of the Admiralty, copy of a letter from Captain Donnelly, of his Majesty's Ship Narcissus, with copy of one to him from Lieutenant Thompson, of the said Ship, detailing the destruction of several of the enemy's Coasting Vessels. The

importance of this service may be but little, but the determined bravery of Lieutenants Thompson, Parker, Lumley, and Moore, and the Petty Officers, Seamen, and Marines employed under them, could not be exceeded. I am concerned to observe, that Lieutenant Lumley has been obliged to suffer amputation at the shoulder joint; but I have much pleasure in saying, that this fine young man is fast recovering. His sufferings, I am sure, will meet their Lordships' consideration. I am, &c.

NELSON & BRONTE.

His Majesty's Ship Narcissus, Hieres Bay, July 11, 1804.

MY LORD,

Last night we attacked about a dozen of the enemy's Vessels at La Vandour, in this Bay, with the boats of the Narcissus, Seahorse, and Maidstone, commanded by Lieutenants Hyde Parker, J. R. Lumley, and Ogle Moore, the whole under the orders of Mr. John Thompson, First Lieutenant of this Ship, who, with his gallant companions, boarded and destroyed almost the whole, under a prodigious and incessant fire of great guns and musketry, as well from the Vessels as from a Battery and the houses of the town, close to which they were hauled in and well secured.

I refer your Lordship to the enclosed letters from Lieut. Thompson for an account of that affair; and I beg to add, that it is impossible for me to express the praise due to that intrepid Officer and the Men, as well as Officers of every description under his command, whose conduct I viewed with admiration. Herewith I also transmit a list of the killed and wounded, which I am extremely grieved to say amounts to twenty-seven.

I have the honour to be, &c.

ROSS DONNELLY.

The Right Hon. Lord Viscount Nelson, K.B. Duke of Bronte, &c. &c. &c.

His Majesty's Ship Narcissus, Hieres Bay, July 11, 1804.

SIR,

I beg leave to report the proceedings of the detachment of Boats you did me the honor to place under my command last night, whose conduct and gallantry I cannot sufficiently praise.

The attack commenced at midnight, under a tremendous fire of grape shot and musketry; notwithstanding which, we succeeded in boarding and firing most of the enemy's Vessels, consisting of eleven or twelve settees, chiefly laden. The enemy were fully prepared, and had taken every precaution to secure them, they being moored head and stern, with their bars on the beach, and completely propt together under water: we, however, towed one out in spite of their heavy and incessant fire.

This service, I am sorry to say, has cost us several valuable lives. Among the killed I have to regret the loss of that very promising young man W. Roche, Midshipman of this Ship, who was shot in firing of the Vessels: and Lieutenant Lumley, Messrs. Bedingfield, Watt, Victor, and Mansell, Midshipmen on board, wounded; I fear the former mortally; together with several Seamen and Marines severely.

To Lieutenants Lumley and Moore, of the Seahorse and Maidstone, I feel greatly indebted for the steady and well-directed fire kept up from the Launches of those Ships under their command; also to Lieutenant Parker of this Ship, for his very able support in boarding and destroying the enemy's Vessels. Indeed my warmest thanks are due to every Officer, Petty Officer, Seaman, and Marine employed on this occasion. I am, &c.

Ross Donnelly, Esq. Captain of His Majesty's Ship Narcissus.

JOHN THOMPSON.

List of Killed and Wounded in the Boats of His Majesty's Ships under mentioned, on the night of the 10*th of July*, 1804, *in destroying a number of the Enemy's Vessels in La Vandura.*

Narcissus.—2 killed and 9 wounded.
Sea Horse.—1 killed and 5 wounded.
Maidstone.—1 killed and 9 wounded.
Total.—4 killed and 23 wounded.

Names of the Killed and Wounded.

Killed.

Narcissus.—Thomas Owen Roche, Midshipman, and William Slanwood, able Seaman.

Sea Horse.—William Wiltshire, Lieutenant of Marines.

Maidstone.—John Wood, ordinary Seaman.

Wounded.

Narcissus.—Thomas William Bedingfield, Midshipman, in the hand, badly; James Mason, Coxswain, arm and leg, badly; Robert Campain, able Seaman, thigh, badly; Thomas Freshwater, able Seaman, arm, badly; John Deakin, able Seaman, burnt by gun-powder; Mat. Sullivan, able Seaman, arm and side, badly; James Sheal, able Seaman, thigh, slightly; John Hill, able Seaman, in the hand; William Shivers, Private of Marines, amputated finger.

Seahorse.—John R. Lumley, Lieutenant, badly; Thomas Alex. Watt, Midshipman; John Williams, able Seaman; John Fisher, Private of Marines; John Williams, private of Marines.

Maidstone.—John G. Victor, Midshipman, slightly in the thigh; Robert Mansell, Master's Mate, in the hip, badly; Thomas James, able Seaman, badly; John Pacton, ordinary Seaman, badly; John White (1), ordinary Seaman, badly; John Whiteman, Corp. Crew, badly; Peter Dompsey, able Seaman, slightly; Alex. Horn, ordinary Seaman, badly; Mat. Watts, able Seaman, slightly.

Total.—1 Midshipman and 3 Seamen, killed; 1 Lieutenant, 1 Master's Mate, 3 Midshipmen, 15 Seamen, and 3 Marines, wounded.

ROSS DONNELLY,
Captain and Senior Officer.

ADMIRALTY-OFFICE, OCT. 9.

Copy of a Letter from Vice-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, the 24th of July, 1804.

SIR,

I herewith transmit you a letter from Lieutenant Price, commanding his Majesty's Schooner Flying Fish, for the information of the Lords Commissioners of the Admiralty. I am, &c.

J. T. DUCKWORTH.

His Majesty's Schooner Flying Fish,
Montego Bay, July 16, 1804.

SIR,

I beg leave to inform you, that, on the 14th instant, I fell in with and recaptured the British Schooner Content, which had been captured the evening before by the French Privateer la Republique, off Black River.

From the prisoners I gained information about her, and shaped the most likely course to meet her next morning. After a chase of five hours I captured her also. She had on board, when they left St. Jago, fifty men, with musketry and one long gun, and had made three captures.

I have the honour to be, &c.

THOMAS PRICE,
Lieutenant commanding.

Vice-Admiral Sir J. T. Duckworth, K.B.
&c. &c. &c.

Copy of a Letter from Admiral Lord Gardner, Commander in Chief of His Majesty's Ships and Vessels on the Coast of Ireland, to William Marsden, Esq.; dated at Cork, the 2d Instant.

SIR,

I am to desire you will please to acquaint the Lords Commissioners of the Admiralty, that his Majesty's Ship Topaze arrived here this morning, with le Minerve French Letter of Marque Ship belonging to Bourdeaux, bound to

Martinique, pierced for eighteen guns, nine-pounders, fourteen only mounted, with one hundred and eleven Officers and Men on board; which the Topaze fell in with on the 25th ult. in latitude 49° 30′ N. and longitude 15° W.

And am, &c.

GARDNER.

ADMIRALTY-OFFICE, OCT. 13.

Copy of a Letter from Vice-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, the 21st of July, 1804.

SIR,

You will herewith receive a letter from Captain Mudge, of his Majesty's Ship Blanche, which you will please to lay before the Lords Commissioners of the Admiralty. I am, &c.

J. T. DUCKWORTH.

Blanche, off Corosoa, North 3 miles, 29th June, 1804.

SIR,

Lying-to, under the guns of Saint Cruz, (Corosoa,) at four P.M. I saw an armed Schooner standing in from sea; as soon as she was hull out I made sail, and after a hard chase, the Frigate running eleven knots under her royals and top-gallant studding sails, at nine P.M. captured the Dutch Schooner Nimrod, mounting four four-pounders, copper-bottomed and fastened, and but two years old: she is the fastest Vessel I have met with since I have been in the West Indies, and was one of the two Schooners that engaged the Flying Fish, having then on board fifty men. I am, &c.

ZACHARY MUDGE.

To Vice-Admiral Sir J. T. Duckworth.

ADMIRALTY-OFFICE, OCT. 16.

Copy of a Letter from Vice-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, the 26th of August, 1804.

SIR,

You will herewith receive, for the information of the Lords Commissioners of the Admiralty, the copies of two letters, reciting the capture of the Hirondelle and Vautour French Privateers, by his Majesty's Ships Tartar and Fortunée; the former of which, I trust their Lordships will think with me, does high honour to the Officers and Crews of the Tartar's Boats, for their undaunted spirit and perseverance. I am, &c.

J. T. DUCKWORTH.

His Majesty's Ship Tartar, off St. Domingo, August 1, 1804.

SIR,

I have the honour to acquaint you, that, yesterday morning at dawn, standing into leeward of Saona, a small Sail was discovered from the mast-heads, to which I immediately gave chase, keeping as close to leeward of the island as possible, in order to prevent her escape that way, knowing the channel between that island (Saona) and St. Domingo to be very narrow and intricate even for small Vessels. About seven the chase was made out to be a Schooner full of men, using her sweeps and every means possible to get off; from which circumstance supposing her to be a Privateer, and perceiving her intention of attempting to escape through the before-mentioned channel, I made all possible sail, and at eight o'clock got her within reach of the guns, which, from the short tacks I was obliged to make, was prevented from using to that advantage and effect I could have wished, without losing ground; therefore, though several shot went over and through her sails, she still persevered in beating to windward until she had advanced near the centre of the channel, where, finding it impossible to proceed further, she came to an anchor under a reef of rocks; at

which time, (ten in the forenoon,) having beat the Ship up into six fathoms water, but deeming it imprudent to proceed further, and finding it would be almost impossible to destroy the Vessel with the great guns, not being able to anchor, or to bring the broadsides to bear to advantage, from the short tacks we were obliged to make, without hazard to the Ship; yet, judging it of importance to take or destroy the Vessel by some means or other, I immediately hoisted three Boats out, and sent them manned and armed under the direction of Lieutenant Mullah, (Second Lieutenant,) assisted by Lieutenant Lockyer, (Third,) with several Midshipmen, all volunteers on the occasion.

The instant the Boats put off from the Ship, the Schooner hoisted French colours, fired a gun, and warped her broadside towards them: as the Boats advanced, the Privateer commenced firing grape from her great guns, and on their nearer approach opened a fire of musketry; yet notwithstanding, and a strong sea breeze against the Boats, Lieutenant Mullah, in the most intrepid and gallant manner possible, pulled up in the face of several discharges of grape, and a heavy fire of musketry from fifty men drawn up round the deck, boarded and carried her. It is impossible to speak too highly, or sufficiently to express my sense of the bravery and intrepid conduct of Lieutenants Mullah and Lockyer, as well as the Petty Officers, Seamen, and Marines employed under them; considering the disadvantage under which they were obliged to attack, and the preparation the enemy had made for defence, being nearly noon day; nor can I too much commend the spirit and alacrity with which they volunteered their services on the occasion, as well as the whole of the Ship's Company.

I am happy to add, that only two men were wounded, one Seaman and one Marine (badly); the French lost nine killed and six wounded, beside three missing, supposed to have been drowned in attempting to swim on shore; the wounded I sent to St. Domingo by a flag of truce this morning. The remainder I keep on board, there being no English prisoners to exchange in lieu. The Privateer proves to be the Hirondelle, Captain La Place, with ten four pounders and fifty men, and two days out from St. Domingo. She had run most of the last war, and all the present, frequently chased, but from her fast sailing always escaped. I am, &c.

KEITH MAXWELL.

Vice-Admiral Sir J. T. Duckworth, K.B. &c. &c. &c.

His Majesty's Ship Fortunée, off Altavella, August 10, 1804.

SIR,

I have the honour to acquaint you, that running down the south side of Domingo with his Majesty's Ship under my command, disguised agreeable to your directions, on the 10th instant, off Altavella, I was chased by le Vautour Felucca Privateer, mounting one nine-pounder gun, and carrying fifty-four men, which approaching nearly within gun-shot before they discovered their mistake, was captured after two hours' chase.

I have the honour to be, &c.

H. VANSITTART.

To Rear-Admiral Sir J. T. Duckworth, K.B. Commander in Chief, &c. &c.

Copy of another Letter from Sir John Thomas Duckworth, K.B. Vice-Admiral of the Blue, &c. to William Marsden, Esq; dated at Port Royal, the 30th of August, 1804.

SIR,

I transmit you herewith, for the information of the Lords Commissioners of the Admiralty, a letter from Captain Marshall, of his Majesty's Brig Pelican, relating the capture of the national Schooner la Laurette; and am, &c.

J. T. DUCKWORTH.

His Majesty's Sloop Pelican, at Sea,
SIR, *August 24, 1804.*

I have the honour to acquaint you, that on the morning of the 23d instant, Cape Niaze bearing N. by E. six or seven leagues, a strange Sail was discovered in the N.E. to which I immediasely gave chase, and have the satisfaction to inform you, that after a chase of six hours, came up with and captured her, after discharging several broadsides. She proves to be the national Schooner la Laurette, pierced for sixteen guns, but had only mounted four twelve pound carronades, and one long traversing nine-pounder, on midships, and forty men, commanded by Citoyen de Blouch, Lieutenant de Vaisseau; had sailed from the City of St. Domingo the night previous to her capture, bound to St. Jago for the express purpose of completing her Crew to one hundred men.

Sir John Thomas Duckworth, JNO. MARSHALL.
&c. &c. &c.

Copy of a Letter from Sir J. Saumarez, K.B. Rear-Admiral of the White, to William Marsden, Esq.; dated on board the Diomede, Guernsey Road, the 13th Instant.

SIR,

Having placed Captain Henniker, of his Majesty's Sloop Albacore, under the orders of Commodore Duke de Bouillon, with directions to use his utmost endeavours to intercept any of the enemy's Flotilla passing along the French coast, I had the satisfaction, last evening, to receive an account of his having pursued, on the 8th instant, five Gun Luggers, and driven them on the rocks off Grosnez on the following day.

Captain Henniker anchored as near them as was consistent with the safety of the Ship, and kept up a heavy fire upon them with round and grape-shot until they were covered by the surf, and abandoned by their people, who appear to have been very numerous, and among them several were distinguished as soldiers by their clothing.

Great praise is due to Captain Henniker for this spirited and gallant attack within a few hundred yards of the French coast, and under a heavy fire from the enemy's Batteries and Vessels: Great commendation is also due to the Officers and Crew of the Albacore, who appear to have acted in the most determined manner, and to have preserved the most exact discipline in so intricate a situation, with the wind directly on the shore, and close to a heavy surf. The Albacore was hulled in several places, and the main and main-topmast wounded, but I am happy to find has suffered no loss in men.

Herewith I enclose the Commodore's letter, reporting the particulars of this action; and am, &c.

JAMES SAUMAREZ.

His Majesty's Ship Severn,
SIR, *Jersey, Oct. 10, 1804.*

My hopes, as expressed to you in my letter of the 8th inst. are happily realized by the success that attended the Albacore's pursuit of the Vessels that were perceived creeping along the shores of Normandy on that day, and I have much pleasure in transmitting you the following detail of the circumstance: Captain Henniker obeyed the signal with admirable promptitude, slipped his cable, and made every sail for the opposite shore, on which the wind directly blew; and although the Assault and Cutter returned, not having discovered the enemy, and lost the Albacore in the Haze, the latter succeeded in intercepting, near the Grosnez de Flamanville, five Luggers of the enemy, that appear to have been Gun-Vessels of the second class, with bow guns, and to force them to anchor close to the surf, under the cover of a Battery to the southward of Grosnez. The wind dead on the shore, and a lee tide, induced Captain Henniker to take a position to await the return of day to attack them with some prospect of success, which he effected with infinite gallantry yesterday morning at ten o'clock, when taking the advantage of the weather tide, he stood in with the Albacore, under a heavy fire from the Battery and Gun-vessels, and anchored close to the latter, within two cables' length of the surf, with springs on his cable, and at eleven

o'clock opened a smart and well-directed fire of round and grape shot until the enemy's Vessels were all driven on shore, and lay broadside to in a heavy surf, that broke with great violence over them; their men, of which they appear to have been full, landing in great confusion through the surf, and scrambling up the beach half accoutered, their white belts being distinctly seen from the Albacore. From the number that were seen borne by others up the strand and sand hills, Captain Henniker thinks there were many killed and wounded: indeed there is every reason to hope their discomfiture was complete, from the very judicious position Captain Henniker had taken; the tide falling, and the wind continuing to blow strong on the shore, and the Albacore's anchor dragging, he was obliged to abandon the anchor and spring, and haul off, the main and main-topmast shot through, the ship hulled in several places by the enemy's shot, and the rigging much cut, though, happily, not a man was touched. Captain Henniker speaks in terms of high approbation of the support afforded him by Lieutenants Trotter and George, and the rest of the Officers and Crew of the Ship; and particularly commends the readiness and determined manner in which Mr. Wybert, the pilot, took and placed the Ship in the situation to effect the service that Captain Henniker himself (I have pleasure in bearing testimony) put so much zeal to execute; so much, that I know not which to commend most; his promptitude and activity in the pursuit, or gallant spirit in the Dash to follow and effect, amidst the surf on a lee shore, and in very threatening weather. It is the opinion of all the Officers of the Ship, that the whole of the five Vessels are irrecoverably lost in the high surf that still continues to lash the shore. I have, &c.

D'AUVERGNE, Duc de Bouillon.

Rear-Admiral Sir James Saumarez, K. B.
&c &c. &c.

ADMIRALTY-OFFICE, OCTOBER 20, 1804.

Copy of a Letter from Captain Major Jacob Henniker, of his Majesty's Sloop the Albacore, to William Marsden, Esq.; dated the 17th Instant.

SIR,

I beg leave to transmit to you, for the information of my Lords Commissioners of the Admiralty, a copy of my letter to Rear-Admiral Sir James Saumarez, Bart. of this date.

"I find it my duty to acquaint you, that yesterday, the 16th, in proceeding from Granville Bay, in pursuance of your orders, at the distance of three miles, I had an opportunity of observing the five Flotilla driven on shore on the 9th ult. by his Majesty's Sloop under my command, and ascertained that they were all still there, swamped and bilged, with a heavy sea and tremendous surf breaking violently over them."

I have the honour to be, &c.

M. J. HENNIKER.

ADMIRALTY-OFFICE, OCTOBER 23, 1804.

Copy of a Letter from the Hon. William Cornwallis, Admiral of the White, &c. &c. &c. to William Marsden, Esq.; dated on board the Ville de Paris, in Torbay, the 20th of October, 1804.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, copies of the several communications transmitted to me from Captain Moore, of the Indefatigable, giving an account of his proceedings in the execution of the service he was sent upon, in which he has, in company with the Medusa, Lively, and Amphion, succeeded in detaining the Spanish Frigates therein named.

Admiral Montague communicated to me the arrival of the Lively at Spithead, on the 17th, with the Fama.

I have the honour to be, &c.

W. CORNWALLIS.

SIR, *Indefatigable, at Sea, Oct. 6, 1804.*

I have the honour to acquaint you, that I have executed the service you did me the honour to charge me with.

On the morning of the 29th of September, the Indefatigable got off Cadiz; on the 30th, we fell in with the Medusa: Captain Gore having informed me the Amphion was in the Streights' Mouth, and that the Triumph was off Gibraltar, and that Sir Robert Barlow meant to go into Cadiz for the trade there, on his way to England; I thought fit to send the Medusa to apprize Sir Robert Barlow of the nature of my order, that he might then judge whether or not he should go into Cadiz, and I directed Captain Gore to rejoin me with the Amphion as soon as possible off Cape St. Mary. On the 2d instant, I was joined by the Lively, and on the 3d, by the Medusa and Amphion; the latter having communicated what I thought necessary to Sir Robert Barlow.

Yesterday morning, Cape St. Mary bearing N. E. nine leagues, the Medusa made the signal for four Sail W. by S.; I made the signal for a general chase; at eight A. M. discovered them to be four large Spanish Frigates, which formed the Line of Battle a-head on our approach, and continued to steer in for Cadiz, the Van Ship carrying a broad pendant, and the Ship next to her a Rear-Admiral's Flag. Captain Gore's being the headmost Ship, placed the Medusa on the weather-beam of the Commodore; the Indefatigable took a similar position along-side of the Rear-Admiral; the Amphion and Lively each taking an opponent in the same manner, as they came up. After hailing to make them shorten sail, without effect, I fired a shot across the Rear-Admiral's fore-foot, on which he shortened sail; and I sent Lieutenant Ascott, of the Indefatigable, to inform him that my orders were to detain his Squadron; that it was my earnest wish to execute them without bloodshed, but that his determination must be made instantly. After waiting some time, I made the signal for the boat, and fired a shot a-head of the Admiral. As soon as the Officer returned with an unsatisfactory answer, I fired another shot a-head of the Admiral, and bore down close on his weather-bow. At this moment the Admiral's Second a-stern fired into the Amphion; the Admiral fired into the Indefatigable; and I made the signal for close battle, which was instantly commenced with all the alacrity and vigour of English Sailors. In less than ten minutes, la Mercedes, the Admiral's Second a-stern, blew up along-side the Amphion, with a tremendous explosion. Captain Sutton having, with great judgment, and much to my satisfaction, placed himself to leeward of that Ship, the escape of the Spanish Admiral's Ship was rendered almost impossible. In less than half an hour she struck, as did the opponent of the Lively. Perceiving at this moment the Spanish Commodore was making off, and seeming to have the heels of the Medusa, I made the signal for the Lively to join in the chase, having before noticed the superior sailing of that Ship. Captain Hammond did not lose an instant, and we had the satisfaction, long before sun-set, to see from our mast-head that the only remaining Ship had surrendered to the Medusa and Lively.

As soon as our boats had taken possession of the Rear-Admiral, we made sail for the floating fragments of the unfortunate Spanish Frigate which blew up; but, except forty taken up by the Amphion's boats, all on board perished. This Squadron was commanded by Don Joseph Bustamente, Knight of the Order of St. James, and a Rear-Admiral. They are from Monte Video, Rio de la Plata; and, from the information of the Captain of the Flag Ship, contained about four millions of dollars, eight hundred thousand of which were on board the Mercedes which blew up. Other accounts state the quantity of specie to be much greater, public and private, and there is besides much valuable merchandize on board the captured Ships. Our loss has been very trifling. I have not yet had the returns from the other Ships, but the Indefatigable did not lose a man. The Spaniards suffered chiefly in their rigging, which was our object. The Captains of the different Ships conducted themselves so ably, that no honour could accrue to me but the fortunate accident of being senior Officer.

The zeal, activity, and spirit of the Officers, Seamen, and Marines of the Squadron, is best evinced by the complete manner in which they performed their work. Lieutenants Gore, Parker, and Ascott, of the Indefatigable, and Lieu-

tenants Haviland and Hole, of the Marines, gave me that support which their uniform good conduct formerly taught me to rely on. Mr. Griffith the Master's conduct has my perfect approbation. I presume to recommend, in the strongest manner, Lieutenant John Gore, of the Indefatigable, to your favour and protection.

I have the honour to be, &c.

GRAHAM MOORE.

Force of the Spanish Squadron.

La Medée, (Flag Ship,) 42 guns, 18-pounders, on the main-deck, and 300 men, taken; two men killed, and ten wounded.

La Fama, (Commodore's Ship,) 36 guns, 12-pounders, on the main-deck, and 280 men, taken; no returns.

La Clara, 36 guns, 12-pounders, on the main-deck, and 300 men, taken; no returns.

La Mercedes, 36 guns, 12-pounders, on the main-deck, and 280 men, blew up; second Captain and forty men saved.

Indefatigable, Plymouth Sound,
October 19, 1804.

SIR,

I have to inform you of the arrival at this port of his Majesty's Ship under my command, with the Amphion, which I thought proper to order to England for the security of the two Spanish Frigates, la Medée and la Clara, which we have brought in with us. We have seen nothing of the Medusa and Lively, with the Spanish Frigate la Fama, since the evening of the action, when they parted from us. I enclose a copy of the account delivered to me by the Spanish Major of the Squadron, of the treasure and cargo on board the four Ships.

I have the honour to be, &c.

(Signed) GRAHAM MOORE.

The Hon. Admiral Cornwallis,
&c. &c. &c.

A General Statement of the Goods and Effects brought by the Frigates of this Division, commanded by Don Joseph de Bustamente y Guerra, Chief of the Squadron of the Royal Navy.

On Account of the King.

Medée—35 sacks of Vidona wool, 20 chests and sacks of cascarilla, 1627 bars of tin, 203 pigs of copper, and 521.940 dollars in silver.

Fama—300 bars of tin, 28 planks of wood, and 30,000 dollars in silver.

Mercedes—20 sacks of Vidona wool, 20 chests and sacks of cascarilla, 1139 bars of tin, 961 pigs of copper, and 221,000 dollars in silver.

Clara—20 sacks of Vidona wool, 20 chests and sacks of cascarilla, 1666 bars of tin, 571 pigs of copper, and 234,694 dollars in silver.

Total—75 sacks of Vidona wool, 60 chests and sacks of cascarilla, 4732 bars of tin, 1735 pigs of copper, 28 planks of wood, and 1,307,634 dollars in silver.

On Account of the Merchants.

Medée—32 chests of ratinia, 952,619 dollars in silver, 279,502 gold, reduced into dollars, and 124,600 ingots of gold reduced into dollars.

Fama—316,597 dollars in silver, 217,756 gold, reduced into dollars, and 25,411 ingots of gold, reduced into dollars.

Mercedes—590,000 dollars in silver.

Clara—622 400 gold, reduced into dollars.

Total—32 chests of ratinia, 1,859,216 dollars in silver, 1,119,658 gold, reduced into dollars, and 150,011 ingots of gold, reduced into dollars.

On Account of the Marine Company.

Medée—8995 seal skins.
Fama—14,930 seal skins.
Clara—10 pipes of seal oil.

Total—26,925 seal skins, and 10 pipes of seal oil.

ADMIRALTY-OFFICE, OCT. 23.

Copy of a Letter from Captain Moore, of his Majesty's Ship the Indefatigable, to William Marsden, Esq. dated the 21st Instant.

SIR,

I herewith transmit to you, for their Lordships' information, a return of the killed and wounded on board his Majesty's Ships in the action of the 5th of October 1804, together with the loss of the Spaniards.

I am, Sir, &c.

GRAHAM MOORE.

Indefatigable—None.
Medusa—Her return not received.
Amphion—Lieut William Bennett, wounded, three Seamen and one Marine wounded, badly.
Lively—Two killed, four wounded.

La Medée (the Spanish Admiral)—Two killed, ten wounded.
La Clara—Seven killed, twenty wounded.
La Fama—Eleven killed, and fifty wounded.
La Mercedes—Blown up, the Second Captain and forty-five Men saved by the Amphion, all the rest perished.

GRAHAM MOORE.

HOME REPORTS.

NORTH SEA.

August—September—October.

DEAL, AUGUST 9.

THIS morning arrived his Majesty's Ships Ardent and Veteran, with the Euryalus Frigate, from Dungeness. Just arrived his Majesty's Ship Abundance; parted with the Jamaica Fleet the 23d of July in a gale of wind and thick fog, under convoy of his Majesty's Ships Bellerophon, Duquesne, and another Ship of War, in lat. 42° 54', long. 41° 55', consisting of about 157 Sail of Merchant Ships.

10. Wind S. W. blows hard. Sailed la Poulette Sloop of War to Portsmouth.

Sheerness, Aug. 11. Late this evening came in from the Great Nore, the Commissioners and the Gentlemen of the Navy Pay Office, after paying the Adamant, Vulture, Crescent, and Vesuvius. It has blown a heavy gale all day. The former Ship is now getting under weigh for the Downs, from whence she will sail for Portsmouth. The Vlieter and Batavier are now sailing for Chatham, there to be paid off, and the Petty Officers and Men turned over to other Ships. La Virginie Frigate, Captain Beresford, will be put out of commission this evening; the Ship's Company are already draughted. The large West Indiaman, which unfortunately grounded the other night off South End, it is feared will shortly go to pieces.

Yarmouth, Aug. 11. De Goves Verwagting, Dike, from the North Sea, with salt and salt fish, is sent in by his Majesty's Ship Rattler.

Deal, Aug. 11. On the 9th inst. sailed with the Poulette Sloop of War, the following East Indiamen, viz. Harriet, Huddart, Lord Keith, and Union, for the East Indies. Arrived the Bellerophon Man of War, Capt. Loring, with the homeward-bound Jamaica Fleet, consisting of ninety-six Sail, for London.

12. Sailed yesterday the Romney Man of War, to Sheerness; the Plantagenet to Plymouth. Arrived the Harpy Sloop of War, Captain Heywood, and Alonzo, from a cruize off the French coast, and remain in the Downs with his Majesty's Ships.

13. Wind S. blows hard. Sailed the homeward-bound Jamaica Fleet for the River, and the Blazer Gun-brig for Sheerness.

Yarmouth, Aug. 14. Sailed the Magicienne Frigate on a cruize. The Diana, Burnby; and Success, Brand; both from Sunderland, with coals, last night got on shore at Eccles, about two miles from Happisburgh; but both, with their cargoes, will probably be saved. Last night a large Vessel, supposed to be foreign, got on Happisburgh Sand, where it is feared she will be lost.

Deal, Aug. 14. Sailed this morning the Alert Lugger, with the Hon. East India Company's Ship Ocean, for the East Indies. His Majesty's Ships Ardent and Veteran, to Dungeness; Immortalité and Leda Frigates, with Constant and Conflict Gun-brigs, on a cruize off Boulogne.

Deal, Aug. 16. His Majesty's Ship Bellerophon, Immortalité Frigate, and Harpy Sloop of War, which sailed yesterday, are, owing to the strong S. W. winds, returned to the Downs.

17. Wind S. S. W. Squally. This morning came down from the River, the Huddart outward-bound East-Indiaman; also from Sheerness, la Seine Frigate. Arrived the Ardent Man of War, and Zephyr Sloop of War, from a cruize.

Yarmouth, Aug. 16. Arrived the Amethyst Frigate, from the Fleet off the Texel. Arrived the Stag Cutter, from the Fleet off Flushing, which she left all well. This morning a large Hoy got on the Barber, and it is feared will go to pieces.

Sheerness, Aug. 16. This morning sailed the Baltic trade, under convoy of the Mercator armed Ship, with a fine breeze at S.W. The Leyden, Batavier, Beschermer, Dictator, and Vlieter, have gone to Chatham to be paid off. The Rattler has arrived, and the Seine has sailed, as has also the Vesuvius Bomb Vessel, with the Vulture Sloop, and Zephyr Fire-ship, for the Downs.

Deal, Aug. 18. Sailed yesterday, after post, his Majesty's Ship Adamant, to Portsmouth; Veteran, to Dungeness; the Alert Lugger, with a large Fleet of outward-bound Merchant Ships, Transports, Coasters, and Colliers, under convoy to Portsmouth. Sailed through the Downs last night, the Asia, Wather, for Jamaica; and Parthian, Crawford, from Newcastle, for Portsmouth and Jamaica.

19. Sailed his Majesty's Ship Bellerophon, to Portsmouth, with the Ardent, Euryalus, Leda, Immortalité, la Seine, and Ariadne, Frigates; Bonetta and Harpy Sloops of War; with several Gun-brigs, on a cruize to the French coast, and the Huddart and Ocean East Indiamen for India; Sprightly, Bacon, for the South Seas; Orcina, Etherson, Gibraltar; Factor, Pimperton, New York; Queen, Dymond, Lisbon; Norfolk, Parker, Jamaica; with several other outward-bound Ships.

Yarmouth, Aug. 22. Sailed the Jamaica Frigate, Hermes Sloop, and Conflict Gun brig. This day arrived the Curlew and Cormorant Sloops of War, and Drake Cutter. Wind N.W.

Deal, Aug. 22. Sailed the Crescent Frigate to the westward, Vesuvius and Sulphur Bombs, on a cruize; Skelton Castle East Indiaman, and several other outward-bound Vessels for Portsmouth. Arrived the Dasher armed Ship.

23. Sailed the Zebra Bomb, for Sheerness; Monarch Man of War, Admiral Lord Keith; Regulus and Castor Frigates, Orestes Sloop of War, Mariner Gun-brig, Lord Keith Cutter, Devastation, Fury, and Lucifer Bombs, on a cruize off the French coast; the Matilda Cartel, for the River, having discharged her French prisoners on board the Ardent Cartel, which has sailed to the westward. Wind N.

Sheerness, Aug. 23. Arrived his Majesty's Ship Duquesne, from the Downs, and has gone to Chatham to be refitted. The Lion armed Ship has also arrived,

with the Tartar Revenue Cutter, from Elsineur; the former remains at the Little Nore, and the latter has gone to Deptford to refit. The Argonaut, of 64 guns, is ordered to be fitted as an Hospital Ship at Chatham.

Deal, Aug. 24. Arrived his Majesty's Ship Magnanime, from off Havre, and has sailed for Sheerness. Wind S.W.

Yarmouth, Aug. 24. Arrived this morning from the Texel, with dispatches of importance, the Magicienne Frigate, Capt. Mackenzie. Sailed the Curlew Sloop of War to the Southward, and the Vixen Gun-brig, with several foreign Ships, laden with naval stores, sent in by the North Sea Fleet. Wind N.N.W.

Deal, Aug. 25. Arrived last night his Majesty's Ship Monarch, Admiral Right Hon. Lord Keith, with the Castor Frigate, Speculator Lugger, and Lord Keith Cutter, from a cruize off the French coast. Sailed the Helena Sloop of War, with the Crown and Ceres copper armed Transports, and several other outward-bound Ships, under convoy to Portsmouth; and Ceres, Bonsfield, for Demarara, Arrived the Railleur Sloop of War, from Sheerness.

26. Sailed the Eugenie Sloop of War, on a cruize off Ostend; the Railleur and Alert ditto, to Dungeness; and the Curlew ditto, to the Nore.

Yarmouth, Aug. 30. Yesterday sailed the Diadem armed Ship, for Shields, and the Anacreon ditto, for the Downs; and, on a cruize, the Hecate, Censor, and Ferretter Gun-brigs. Sailed the London armed Ship, the Repulse and Champion Cutters. Arrived the Clyde Frigate, Princess Augusta and Alert Cutters. Passed to the southward, with the loss of her anchors and cables on the Dutch coast, his Majesty's Ship Princess of Orange.

Sheerness, Aug. 30. Arrived his Majesty's Ship Magnanime, and has come into the harbour to refit. The Mediator, of 44 guns, came down the River on the 28th, and sailed for the Downs immediately: the Dart and Rattler Sloops have also sailed for the Downs, and the Lion armed Ship, with a Fleet of about sixty Sail, for the Baltic. The Spitfire is paid off, and laid up in ordinary.

Yarmouth, Sept. 2. Friday afternoon sailed the Clyde Frigate on a cruize; and the Favourite Cutter, with dispatches for Admiral Thornborough. Yesterday passed this port, and was joined by several Ships, the outward bound Baltic Fleet, under convoy of the Lion armed Ship. Arrived the Drake Cutter. This day arrived the Censor Gun-brig, and a Galliot, sent in by the North Sea Fleet.

Deal, Sept. 2. Arrived and sailed for the River, the Eliza, Ann, Union, and Sir William Pulteney, from Bengal; also arrived the Prevoyante Store-ship, with a Fleet under convoy from the Mediterranean, which are sailed for Stangate Creek, to perform quarantine. Sailed the Discovery, Sulphur, Volcano, and Fury, Bombs, for Sheerness. Arrived the Vesuvius Bomb, from Dungeness.

Sheerness, Sept. 3. Arrived his Majesty's Ship Princess of Orange, with the loss of her rudder; the Clyde has also arrived, and come into harbour: it is expected she will be paid off, as she is in very bad condition. The Cleopatra has come into the river Thames, and will be paid off to-morrow. The Polyphemus has also come from Chatham, and gone to the Nore.

Deal, Sept. 3. The Vulcan, Sulphur, and Discovery Bombs, which sailed yesterday from the Downs for Sheerness, were last night recalled by signal.

4. Sailed the Utile Sloop of War, Vesuvius, Volcano, and Discovery, Bombs, on a cruize off Boulogne, Heron Sloop of War for Portsmouth, Orestes Sloop of War on a cruize off Calais, and Diadem and Atlas armed defence Ships, for Dungeness.

Hull, Sept. 3. The Royalist and Osbourne, two large Ships now fitting out at this port as Transports, carrying 16 or 18 32-pound carronades, are taking in one month's provision, and will proceed to the Nore as soon as ready. The whole of our Greenland Whalers, to the amount of forty Sail, have now reached this port in safety, with the exception of the Dwina, lost in the west ice. They have had one of the most successful seasons ever experienced. Not a single Ship returned without a tolerable cargo. Several of them had on board nineteen fish, and 337 were the amount of the fish brought by the Fleet. The Newcastle Whalers have also all arrived, and their success has been nearly equal. The whale fishery, by the returns from all the ports, has been more successful this season than almost any one ever remembered.

Deal, Sept. 7. Arrived the Vesuvius Bomb from Dungeness; Ranger armed Ship; Bloodhound and Jackall Gun brigs, from off Boulogne.

Yesterday morning the Ardent, of 64 guns, weighed anchor from Dover Roads, and stood over towards Boulogne: she was joined, about mid-channel, by the Ships of our Squadron, that have for some days past been re-victualled, &c at Dungeness, when they all made for Boulogne Roads. Yesterday, about twelve o'clock, a firing, which had been heard all the morning, became very tremendous: it is understood to have been caused in the following manner. Yesterday morning, at tide time, about fifty-three of the enemy's Gun-boats and Gun-brigs came out of Ostend, and attempted to get along shore to Boulogne, when they were attacked by our cruizers. The only Vessels that were able to annoy the Flotilla were the Orestes Sloop of War, and Bloodhound Gun-Brig. Three of the enemy's Gun-brigs, and a large Praam, succeeded in making Boulogne; the rest ran into Calais. I am sorry to hear that the First Lieutenant and Master of the Orestes are wounded, though I understand only slightly, and one man of the Bloodhound mortally.

The Orestes Sloop of War had several shot through her, and received damage in her fore-top mast. One of our Frigates, the Immortalité, got becalmed close in with the batteries between Calais and Boulogne. They kept up a continual cannonade upon her until dark, and her boats were observed a-head towing.

Sheerness, Sept. 10. Came into harbour the Vesuvius, from the Downs. The Lively Frigate, Captain Hammond, has come down the River; as has also the Greyhound, from Chatham, which Ship was paid to-day. The Clyde Frigate has sailed for Deptford to be paid off. The Monkey Gun-brig is undocked, and the Curlew Sloop docked.

Deal, Sept. 10. Sailed the Perseus armed defence Ship, for Shields; and the Prevoyante Store-ship, for Woolwich. Arrived the Lord Nelson armed defence Ship, from the northward.

P. S. Just arrived the Monarch Man of War, Admiral Lord Keith; and the Castor Frigate, Captain Brace, from a cruize off the French coast.

Yarmouth, Sept 12. Arrived from Sheerness the Cleopatra Frigate, where she has been paid. Yesterday sailed the Vixen Gun-brig; and this day the Censor Gun-brig, on a cruize. Remain the Monmouth Flag Ship, Penelope, Amethyst, and Cleopatra, Frigates, Inspector Sloop, Venus Lugger, Earl St. Vincent and Badger Cutters.

Deal, Sept 12. Put back the Princess Elizabeth, Forresdale, for New Providence, and remains in the Downs with his Majesty's Ships as per last; armed defence Ships, and coppered armed Transports, as before.

Yarmouth, Sept. 14. Yesterday the Katinka, B. H. Schoenmaker, Master, from Rotterdam, with salt, bound to the North Sea herring fishery, was sent in by the Ferretter; and the Drie Gebroeders, Seebes, bound to Bartle Haven, with lime, by the Constance Frigate. Sailed this morning the Cleopatra Frigate, with live stock and vegetables for the North Sea Fleet.

Deal, Sept. 14. Sailed the Watchful and Wrangler Gun-brigs, on a cruize off the French coast. Came down from Sheerness the Greyhound Frigate, Devastation and Lucifer Bombs, Cracker and Haughty Gun-brigs.

Sheerness, Sept. 17. Friday afternoon sailed the Braddick Sloop, with 44 Sail of Ships under convoy for the Baltic. Also sailed the Lively Frigate, for the North Sea; and the Monkey and Rifleman Gun-brigs, for the Downs. The Glatton has arrived, as has also the Kitty armed Ship.

Deal, Sept. 17. Passed the back of the Goodwin Sands, the Lively Frigate to the westward. Sailed the King George Cutter on a cruize, and the Devastation Bomb, with the outward-bound Vessels under convoy, for Portsmouth. Arrived the Watchful Gun-brig, from a cruize. Came down from Sheerness the Pelter and Rifleman Gun-brigs.

20. Wind W. N. W. Arrived his Majesty's Ship Thisbe, with the homeward bound Leeward Island Fleet, consisting of about 44 Sail, which are sailed for the River: amongst which is the Marian, Wilson, laden with coffee and cotton, from Surinam, being the first Ship from that colony since its being in the possession of the British. Came down from Sheerness the Vesuvius Bomb. The Jamaica, Orestes, and Mariner, with several other Ships of War, are by the westerly winds blown from their cruizing stations off the French coast into the Downs.

Dover, Sept. 23. Yesterday morning was launched from Mr King's yard, at this place, a very fine Sloop of War, of 18 guns, named the Espoir. Sir Home Popham returned yesterday afternoon at five o'clock, and embarked again this morning at nine, taking with him a new large boat, which he has had built here. Admiral Lord Keith sailed yesterday evening on board the Monarch, from the Downs, for Dungeness. The Greyhound Frigate, Spy Sloop, and Tigress Gun-brig, sailed at the same time. Sailed this afternoon the Immortalité Frigate, and Tartarus Bomb, for their station off Boulogne; and the Surat Castle East India Ship, for Portsmouth.

Deal, Sept. 23. Arrived la Seine Frigate, and several other Ships of War, from off the French coast; also the Jackall Gun-brig, with the loss of her fore top-mast. Came down the Ark and the Active armed Transports.

24. Sailed yesterday the Surat Castle East Indiaman, for the East Indies; also this morning the Pylades Sloop of War, with Bold, Basilisk, and Mallard Gun brigs, to Sheerness. Arrived the Lady Warren armed Ship from Plymouth, with convoy, which are sailed for the River. Arrived the Venus French Privateer, being the Prize taken by the Eliza Ann and Union East Indiamen. Wind N. N. W.

Deal, Sept. 25. Sailed the Jamaica, la Seine, and Champion, Frigates; Dart, Orestes, Speedy, and Hermes, with many other Sloops of War, and a Fleet of armed defence Ships, Gun-brigs, and Cutters, to their several cruizing stations off the French coast.

26. Arrived yesterday his Majesty's Ship Monarch, Admiral Right Hon. Lord Keith, from a cruize off the French coast. Sailed through the Downs, the President, Lynch, for Naples. Sailed the Greyhound Frigate, Capt. Elphinstone, with several other Ships of War, to their respective stations off the French coast. Came down from Sheerness, the Agamemnon Frigate, and remains in the Downs with his Majesty's Ships Monarch, Utrecht, Inflexible, Castor, Penelope, Amiable, Orestes, Eugenia, Dasher, and Jackall; armed defence Ships, and coppered armed Transports as before.

Dover, Sept. 26. Nothing new has transpired since my last, respecting the Boulogne Flotilla. Sir Sidney Smith is arrived here. The new Sloop of War launched here, is already nearly fit for sea.

Margate, Sept. 26. A Danish Brig, laden with fir and iron, struck on a rock about twelve o'clock last night, off the Foreland. The Captain finding that she made a great deal of water, he, and nine of his men, there being only eleven on board, took to the Boat:—the other man, conceiving it would be safest to remain on board, lashed himself to the shrouds; and, while in that awful situation, had the additional misfortune of seeing the Boat overset, and the whole of those who were in it swallowed up by the waves. I was yesterday at Ramsgate, where I saw the Vessel go down on the Goodwin Sands, the unfortunate sufferer still remaining in the shrouds; but Boats put off immediately to his assistance, and brought him safe to shore.

Instructions have been issued from Admiral Lord Keith, dated on board the Monarch, in the Downs, for the line of conduct to be adopted by the different Flotillas employed for the defence of the coast. The directions commence with the explanation of a code of signals which are to direct their movements, which we do not deem it prudent to publish.

Memorandum.—In shallow water the persons best acquainted will be expected to lead; and when Boats or Vessels are sent a-head of any of his Majesty's Ships, they are to hoist and lower the ensign anew for every fathom of water they are in, and to hoist it half up for a half fathom.

In case of being obliged to take shelter any where in bad weather, it is expected that the loyal Crews will use every possible exertion to regain their former station, and join their friends; and in the event of subduing any of the enemy's Vessels or Boats, it is directed that they shall cut away all their masts, rigging, cables, anchors, rudders, &c. (for which purpose they should go forth provided with axes, hatchets, saws, or choppers), and throw overboard their oars, and all the arms that may be found on board them; but not to take possession of them, or take the people out, until the whole shall be discomfited.

By command of the ADMIRAL.

Margate, Sept. 28. In consequence of an order from Government, a meeting of the Owners of the Hoys, now lying in the harbour, was convened, for the purpose of arming them for the defence of the coast; when the following eighteen well-built Vessels were taken up for that purpose, viz. Lord Nelson, Queen, Providence, King George, Concord, Industry, Fortune, Ocean, Old Hero, New Good Intent, Mary, Old Good Intent, Endeavour, Fox, New Hero, Unity, Robert and Mary, Union. The Sea Fencibles to man these armed Vessels were then appointed, and the particular men for each were selected and approved of. The number amounts to 162, nine being allowed for each Vessel, which, including the Captain, increases the complement to ten.

Dover, Sept. 30. All the Ships of War in Dover Roads, about seventeen, got under weigh. The signals were made along the coast. About twenty Ships of War, half our Squadron at Dungeness, sailed from thence, the other half remaining west of the Ness. They worked up towards Boulogne, but made very little way. At this time, about one o'clock yesterday, there were about thirty French Gun-boats outside Boulogne harbour, and the gallant Captain Owen, with the Immortalité, and about ten small Ships of War, watching them.— About this time, too, it being high water, the three Praams got into Calais. Had they remained much longer out, our cruizers would have attacked them. They are long large Vessels, carrying thirty or forty guns. This day the remainder of our Squadron sailed from Dungeness, and is now working up towards Boulogne and Calais, but it is making very little way, as the wind, very gentle, is from the north-east. The day is hazy, so that little can be seen; but we know the enemy have not attempted to leave Calais, and we can see that the French coast is lined with our cruizers. A Boat has landed from the Boulogne Squadron, with dispatches for Mr. Pitt, which were immediately forwarded to Walmer Castle. Arrived the Diligent Cutter, with kegs of geneva, sent in by the Leda, Captain Honyman.

Deal, Sept. 30. Sailed yesterday afternoon, his Majesty's Ship Monarch, Admiral Right Hon. Lord Keith, with the Castor Frigate, Captain Brace, and Orestes Sloop of War, Captain Bresen, to reconnoitre the French coast.

Arrived his Majesty's Ship Antelope, Captain Bazely, from a cruize, and remains in the Downs with his Majesty's Ships Utrecht and Inflexible, Aimable and Penelope Frigates, Mariner Gun brig; defence Ships and armed Transports as before.

Folkstone, Sept. 30. Yesterday, the wind being N.E. several small Vessels weighed from Dungeness for Boulogne. This day, wind E.S.E. many more got under weigh for the same station.

Deal, Oct. 2. Wind S.S.W. Sailed l'Aimable Frigate, Captain Boulton, on a cruize to the French coast.

Sheerness, Oct. 2. Yesterday was paid at the Nore, the Glatton, of 50 guns, Captain Colnett, and the Basilisk Gun-brig. The Defence, 74 guns, Captain G Hope, is ordered to Chatham, there to be repaired. The Pylades Sloop of War is ordered by the Admiralty to be paid off at this port, and the Petty Officers and Men to be turned over to other Ships. It is supposed the Argo, of 44 guns, Captain Parker, now in the harbour, will also be paid off. The Zebra, Captain Parkinson, is now taking in her bombs, shells, &c. and will sail, when paid, to join Lord Keith.

Extract of a Letter from Deal, October 4.

" The attempt at Boulogne was to try the practicability of burning the enemy's Ships, when out in Boulogne roads. For this purpose a new sort of Fire-ship was invented. Three Smacks were loaded with barrels of gun powder, covered with flint stones closely stowed together so as to make the greater explosion. The Smacks were sunk very low in the water, painted to resemble the sea, so that at night they could scarcely be distinguished from the water; they looked like a large chest, or a large plank floating; below them was hung a box of machinery, something like clock-work; it would go any time from ten minutes to six hours, after a line was pulled; the person conducting it was to time the period of explosion, so that it might go off with most effect. The Smacks being towed by our Ships as near as possible to the enemy, were then to be

towed by a person in a small boat, called a catamaran, which he was to paddle, the catamaran being very low in the water. The whole of this apparatus could scarcely be distinguished from the sea. Of the Smack only a plank could be seen floating, and only the person's head above water in the catamaran could be distinguished. Besides these Smacks, there were five Sloops fitted as Fire-ships; they were towed in by Deal Boats. The Coffers, or Smacks, were silently conducted inside the French Ships, that is, between them and the shore. They were not at all discovered, nor did the enemy seem to apprehend what was going on. The Smacks were conducted up to the enemy's Ships, laid close alongside of them, and fastened to them. The persons conducting them then set off the machinery, giving themselves time to escape, and then paddled away in their catamarans. The explosion took place most happily, and three Vessels of the enemy, of the largest class, were immediately on fire. The French now began to fire their cannon and musketry, and make a terrible bustle; but they were so taken by surprise and astonishment, they knew not what to do. At this time the five Sloops, fitted as Fire ships, were sent down upon them; one of them, by some accident, burnt too soon; another, the French boarded as a prize, and a great many of their Boats, filled with soldiers, were around it when it blew up, and did dreadful mischief, blowing up in the air, or drowning several hundreds of the enemy. The other five Sloops went away in fine style, and did great mischief. The explosions and illuminations were beyond every thing grand; many vessels all on fire, with their yards and rigging blazing, were seen sailing, some to devour, some trying to escape. The whole of our Boulogne Squadron were close to the enemy, out of reach of the land batteries. Lord Keith and Sir Home Popham were on board the Monarch; Lord Melville was either on board the Monarch or the Aimable. All the boats of the Fleet were ordered out, and were rowing about, to pick up any of our men that might be wounded and thrown into the water. Happily not one life was lost, and only one Midshipman was wounded in the cheek. Such was the good consequences of keeping this attack secret. The enemy had no expectation of it, and were completely astonished. The tremendous explosions and blazes struck them with panic. They took to their Boats, fired musketry and cannon without object. After our Fire-ships had all been properly disposed of, our Squadron drew off, as they were very near the shore. Before the attack, fifty-three of the enemy's Ships were counted outside of Boulogne; at day-light after the attack, only seven or eight could be seen. Eleven were at one time counted on fire, and it is supposed about forty were destroyed, though some, perhaps, escaped into Boulogne harbour before day light in the morning. The attack began at ten at night, and the last explosion was a little before four o'clock in the morning. A gale springing up, our Fleet stood away for the Downs, where they arrived last night. Lords Melville and Keith, and a large party, went to Mr. Pitt, at Walmer, to congratulate him on the success of this experiment. It was first intended to have been made among some craft at Dungeness, but it was determined to try it at once on the enemy; and the result is, that if the French lie out in any numbers, we can burn them; and they must lie out in numbers, as it will take several days to bring out all the Flotilla for an attempt at invasion. By these Fire-ships we shall be able to destroy the first detachment before a second or a third can arrive; so that it seems we have hit upon a plan of defeating this much-boasted Boulogne Armada. When it was first known here that the attempt had succeeded, the destruction of forty or fifty Vessels was magnified into 150. The particulars I now send are written from the mouth of an Officer who commanded one of the Boats sent to pick up the men."

Extract of a private Letter, dated off Boulogne.

"On the 2d of this month, the Boats and Fire Vessels went from their own to the Ships of rendezvous. At six P.M. Admiral Lord Keith went from his own Ship on board of one of the Cutters; at half past six P.M. he went from the Cutter on board of the Ardent, and half past seven P.M. he went on board of the Cutter again, and then proceeded to the Immortalité, and at eight P.M. he left the Immortalité, and went on board the Greyhound, and at nine P.M.

he left that Ship and went on board of the Cutter, and proceeded along the coast. The Boats and four Vessels of the first division had then gone on the expedition. At ten P.M his Lordship left the Cutter, and proceeded along the coast in his Barge; the enemy made the signal, and alarmed the coast, and our brave Tars began and attacked in the manner of Britons. At twenty minutes past ten, A. M. the Providence blew up; at twenty minutes before eleven, A.M. the Peggy, ditto; at one, A.M. the Devonshire, ditto; and at half past two, A. M. the Amity, ditto. The last-mentioned Vessel that blew up, I think, made more noise, and must have done more damage to the enemy, than any of the rest, as she got nearer than the others to the enemy's Vessels. The gallant Admiral was in the Barge the whole time close in. Besides the four Fire-ships before mentioned, there were four of what is called Fire-coffers, filled with combustibles, which swim just above the surface of the water, and being nearly of the same colour, are hardly perceptible, particularly of a dark night: each of these was filled with about forty barrels of powder."

Deal, Oct. 4. Arrived his Majesty's Ship Monarch, Admiral the Right Hon. Lord Keith, and Ardent, Capt. Winthrop, with Immortalité, Castor, Greyhound and Jamaica, Frigates; Dart, Harpy, Orestes, Autumn, Hermes, Eugenie, Speedy, Alonzo, and Scourge, Sloops of War; Fury, Lucifer, Volcano, Discovery, Devastation, and Sulphur, Bombs; Starling, Conflict, and Tigress, Gun-brigs; armed defence Ships, &c. from off the French coast. Arrived also the Thrasher, Biter, Rifleman, and Phosporus, Fire-ships, from off Brest.

7. The wind being contrary, the greater part of our blockading Squadron remain in the Downs, but are busily employed in taking in stores and provisions, &c, in order to resume their station the moment opportunity offers. Lord Keith was here on Friday, giving the necessary orders to the Captains of the Fleet: indeed every thing wears the appearance of bustle and enterprise, and some important event may soon be expected.—Arrived in the Downs, the Charlotte Schooner, Lieut. Alt, with dispatches from the blockading Squadron off Dieppe: she brings the account of an action between the English Squadron and the French Flotilla which came out of Havre-de-Grace, consisting of 33 Gun-brigs, 28 Schooners and Luggers, and one large Praam, carrying two mortars and 20 guns, the whole of which were dispersed. It is hoped that some of them will be taken by the Cruizers. When the Charlotte left the Squadron, the Falcon and Rattler Sloops were in chase of a Praam and Brig. The Camperdown Cutter in chase of two Luggers, on Friday afternoon, the 5th instant. Arrived, the Sarah, Maxwell; Montreal, Sammon; Quebec, Anand; Mary, Thomson; Duke, Samford; City of Edinburgh, Postgate; Stert. Galley; from Quebec; and Minerva, Ford, from Lisbon; and sailed for the River

Yarmouth, Oct. 7.—Arrived last night, with mails and passengers, and several Hanoverian soldiers from Husum, the Prince of Wales Packet, Capt Hearn. Yesterday the Africaine Frigate, of 44 guns, Capt. Thomas Manby, arrived in the Roads, having on board Rear-Admiral Thornborough, who instantly set off for Gloucester in a post-chaise and four. Capt. Manby sailed from these Roads three days ago, and carried out Rear-Admiral Russell, whom he left on board the Eagle, of 74 guns. Our Fleet, consisting of five Sail of the Line, three Frigates, two Brigs, and five Cutters, were all well, but now despair of meeting the Dutch Fleet at sea till next summer. The Africaine is to be refitted with all dispatch, and then proceed to sea; the activity of this Frigate is truly meritorious. Lord Levison Gower will certainly arrive in three or four days. The Amethyst Frigate is ready to receive his Lordship and suite; Capt. Spranger has fitted up the cabin with a degree of elegance rarely to be met with. The Athalion Frigate sailed yesterday for the Nore, to be refitted and paid.

Deal, Oct. 11. Wind S.W. Blows hard, with rain. Arrived yesterday evening, the General Stuart East Indiaman, from the East Indies, and remains in the Downs.

An Officer belonging to the Squadron off Boulogne, writes as follows:—

"In addition to the Officers employed off Boulogne, mentioned in Lord Keith's official letter of the 3d inst. you will favour me to insert the following who were not only Volunteers on the occasion, but actually employed and charged with conveying carcases for the purpose of destroying the enemy's

Flotilla, consequently shared the dangers of the night. In justice to those Officers, I think it but fair their names should likewise appear in public.

Leopard,	Lieutenants Elliston and Pearce.
Veteran,	Lieutenants Orchard and Bridges. Mr. Rooke, Midshipman.
Leda, -	Lieutenants Parker and Mainwaring. Messrs. Lloyd and Crawford, Midshipmen.
Euryalus,	Lieutenants Tucker and Williams, Acting-Lieutenant Sibthorp.
Adamant,	Lieutenants Campbell and Williams.
Ardent,	A Lieutenant (name unknown), assisting with Capt. Jackson, Mr. Brown, Master's-Mate.

I am yours, &c. &c.

AN EYE WITNESS TO THE ATTACK.

PLYMOUTH.

Plymouth, July 4. At nine o'clock, two of the mutineers of his Majesty's Ship Montague, of 74 guns, who have been for some weeks past under sentence of death, were executed in Plymouth harbour; one of them on board the Minotaur, of 74 guns, in Cawsand Bay, and the other in Hamoaze. Two others, who are under sentence of death, are reserved, as it is said, to be executed on board one of the Ships of the Fleet off Brest.

14. Arrived his Majesty's armed Cutter Mary, Lieut. Miln, from off Brest, where she was so much damaged by the enemy's batteries, that she was ordered in here to repair; she was in chase of a Vessel going into Brest harbour, and succeeded in taking her, under a heavy fire from the enemy's batteries, but was so much shattered, that it was with difficulty she could be brought in.

16. Saturday and yesterday, the Malta, 84, and le Tigre, 84, were completely warped down from Hamoaze into the Sound, by the Master, attendant boats, and boats of the Fleet: though the wind was quite foul, and right a-head, they got to their moorings in Cawsand Bay, about flood tide in the evening. The Boadicea, 44 guns, Capt. Maitland, by means of sheers erected on board, got in her bowsprit on Saturday last, and sailed on her station off Rochfort to join the Squadron there. This morning the Phœnix, 44 guns, Capt. Baker, struck yards and top-masts, and the Crew erected a pair of sheers, from spars, on her deck, to get out the main-mast, previous to its being replaced and new stepped; she was also to have her rigging overhauled, and her yards, tops, &c. new payed with varnish: as the weather is fine and calm, she will get her main-mast out, and in again, in the Sound.

Passed up from Gibraltar, the Gibraltar, of 84 guns, Capt. Ryves, with a convoy for the Downs. She is expected back here, as she draws so much water, to be docked. The Seagul, of 18 guns, ordered for Cork, to join the Squadron on that station. She goes down the harbour to-morrow. The Renown Excise Cutter, Capt. White, in two cruizes last week, fell in with and captured the three following smugglers, viz. the Yawl, Dove, with 138 casks of spirits, the Flower of Looe, with 98 casks of spirits, and Lugger William, Johns, with 80 casks of spirits. Captain Pym, of this town, is appointed to the Atlas, of 74 guns, at North Yarmouth, Vice Captain Hope, on shore by leave of absence from the Lords of the Admiralty.

17. Sailed the Majestic, 74 guns, Capt. Lord A. Beauclerk, with bullocks and vegetables for the Fleet off Brest. Some days since the Acasta, 40 guns, reconnoitred the French Fleet in the outer road, which were as usual: in returning to join the in-shore Squadron, two boats, with eighteen men, were sent ashore to get sand for the purpose of scrubbing the decks, but being unfortunately discovered by the enemy on the look out, they were soon surrounded by a superior body of French soldiers, and, with the Surgeon's Mate, were carried off prisoners.

18. Came in from off Rochefort and l'Orient, to refit; the Goliath, of 74 guns, Captain Brisbane; she left the Squadron off these ports all well the 13th

inst.; the enemy's Ships, in both places, as usual. Came in also the Prince, of 98 guns, Capt. Grindall, to refit, from the Channel Fleet; she left them all well on the 15th inst.; the enemy as per last statement. Last evening sailed to join the Channel Fleet for the present, to exercise the Ship's Company, the Warrior, 74 guns, Captain Bligh, though under orders for foreign service: also for the Fleet off Ferrol and Corunna, the Malta, 84 guns, Capt. Buller: just as she got abreast of Penlee Point, she was recalled by signal from the telegraph for some orders. This morning she sailed again for her station off Ferrol, with a fine wind at N.N.E. Went into dock the Imperieuse, of 44 guns, to have a thorough repair.

21. Passed up, the Ville de Paris, of 110 guns, Admiral Cornwallis, from his station off Brest; he is succeeded, during his absence to refit at Portsmouth, by Vice-Admiral Cotton, in the San Josef, of 112 guns. A Cutter, with his baggage, came to off the Sound, landed her letters from the Fleet, and sailed for Spithead directly. Letters received from the Squadron off Ferrol, state, that the celebrated Jerome Buonaparté, brother to the Emperor Nap, got safe in there in an American Frigate a few nights previous to writing the above letter. The American Frigate was chased close in with the limits of the neutrality of Spain. Came in from a cruize, the Eurus, 36 guns. The mail from Jamaica, which was very large, was landed from the Clarinde, 44 guns, last Saturday evening, under a guard of Marines. Seventy French Officers, from the St. Domingo army, arrived passengers in the above Frigate, who are, for the present, to be sent on board the Prison Ships in Hamoaze.

23. Sailed to join the Fleet off Brest, with twenty bullocks and vegetables, the Dreadnought, of 98 guns, Captain Reynolds. The Prince Frederick, of 64 guns, in Cawsand Bay, is ordered up the harbour to be refitted, and have her bottom examined. Orders are come down from the Admiralty for all First Lieutenants of the Royal Marines, serving under Captains on board Line of Battle Ships, to be relieved by Second Lieutenants of that Corps, and on their arrivals at their respective divisions, to go on the recruiting service. Several fine young fellows have arrived lately at head-quarters here, recruits for that valuable body of men.

25. Went down into the Sound to wait for orders from Hamoaze Lower Moorings, the Princess Charlotte, 40 guns, Captain F. Gardner. Went up from Barne Pool to be docked, as soon as there is a vacant dock, la Clarinde, 44 guns: she is a remarkable fine Frigate, of roomy dimensions, but was weakly manned on her passage home, and very leaky.

26. This day a signal for punishment was made on board the Flag Ship in Hamoaze, when a Seaman of the Pickle armed Schooner, for mutiny, and a Seaman of the Doris, for cutting and maiming his messmate when asleep in his hammock, with intent to kill him, attended by the boats of the Fleet manned and armed, were, pursuant to sentence of a Court Martial, flogged round the Fleet in Hamoaze and the Sound.

28. Came in the Princess Royal, 98 guns, Captain Sawyer, from the Fleet off Brest, which she left all well Tuesday at noon; enemy then as usual; but this morning came in with dispatches for Government and the Port Admiral, from the Fleet off Brest, and the in-shore Squadron, the Santa Margaretta, 38 guns, Captain Rathbone; by her is learnt, that on Wednesday last, when the fog cleared off, a Squadron of the enemy's Ships were discovered trying to effect an escape from the outer road of Brest, supposed meaning to dash through the passage du Raz, consisting of five sail of the Line, under Admiral Gantheaume, who commanded the advanced Squadron of two Frigates and a Corvette; the wind was quite fair at E.N.E.; there is every reason to suppose they would have escaped, if the look-out Cutter to the in-shore Squadron had not made the signal of an enemy to Rear-Admiral Sir T. Graves, who was immediately on the alert in chase; but Gantheaume seeing the signal, very prudently hauled his wind, worked into Brest outer road again, and resumed his old station of the advanced Squadron there.

Previous to the Princess Royal, of 98 guns, leaving the Fleet, Vice-Admiral Collingwood had shifted his Flag to his old Ship the Venerable.—Came in, the Eagle, of 14 guns, Capt. Adams.

Plymouth, Aug. 1. Yesterday the Officers of the Goliath, of 74 guns, Capt.

Brisbane, gave him a grand dinner at the Pope's Head Inn Hotel. The dinner was served up in a very elegant style, the desert was sumptuous, and the wines excellent. The jolly Sons of Neptune kept it up with great glee; and, after a round of loyal and constitutional toasts, the day concluded with "Rule Britannia" and "God save the King."

6. Sailed on a cruize to the Westward, the Santa Margaretta, of 36 guns, Capt. Rathbourne; the Seagull, of 18 guns, Capt. Burke. Sailed also to join the Fleet off Brest, with bullocks and vegetables, the Tigre, of 84 guns, Capt. Hallowel. Came in a French coasting Sloop, the Dow, with wheat, prize to the Hazard, of 18 guns, Capt. Neve (cut out in a gallant style by her Boats off Quiberon); also, bound from Surinam, with Geneva and a cargo of plantation stores, a large Prussian Ship from Embden; she has on board 40 passengers, mostly settlers; she was formerly a Dutch East Indiaman, and purchased by some foreign merchants.—Sailed with dispatches for the Fleet off Brest, the Pretty Lass, of 14 guns, Capt. Tippets. Went from Cawsand Bay up the harbour to refit, the Prince Frederick, of 64 guns. Arrived from a cruize the Ranger, of 14 guns, Capt. Frazer; and came in the Good Intent West Indiaman, from Demerara, with sugars, &c. for London, but put in here for orders; she parted company yesterday afternoon with the valuable homeward-bound Leeward Island Fleet, all well, nearly 200 Sail, under convoy of the Romney, of 50 guns, a Frigate, and the Drake Sloop of War; they had a remarkably fine passage home. The Ships for the ports in Ireland and the North Channel parted company off Scilly, for their destined ports. The Jamaica Fleet may now be hourly expected, under convoy of the Bellerophon, of 74 guns, and Duquesne, of 74; as the two Fleets sailed nearly at the same time. Came in from Ireland, the Lapwing, of 28 guns, Capt. Fane, to refit. A Cutter is also come in from off Brest; she brings an account as late as Saturday morning, that Gantheaume's Squadron, which got out in a fog last Thursday, were discovered on Friday at noon in their old station, having, it is supposed, been afraid to venture far out, from the vigilance of our look-out Squadron under Vice Admiral Sir T. Graves, and the Fox Cutter, Lieutenant Nicholson making the signal for an enemy. This active Officer kept close aboard them the little time Gantheaume was out, and dodged them to their moorings again in the outer road of Brest.

8. Came in from the Squadron off Ferrol and Corunna, the Conqueror, of 74 guns, Capt. J. Pellew, to refit and victual; she left the Squadron there under Rear-Admiral Cochrane, all well, the 1st of August; the enemy as usual. Last night passed by to the Westward, the Orpheus, of 36 guns, Capt. Hill, with 11 Sail of Merchant Ships for Halifax; but they put back this morning into the Sound, having been taken aback with a South West wind, and a blownig gale off the Deadman. Sailed la Marie Fortune, of 10 guns, Lieut. Dale, to the Westward, with dispatches. There was a very hot press last Sunday night, but the greater part were discharged on examination, being mostly Sea Fencibles, Plymouth and Dock Volunteers. The old Bedford, of 74 guns, is ordered to be fitted up for a receiving Ship, in Hamoaze, and is along-side the Jetty for that purpose.

13. The Prince George, of 98 guns, which sailed a few days since with bullocks and vegetables for the Fleet, in the violent gale at W.S.W. last Saturday night in the Channel, sprung her main-mast; she has put back into Cawsand Bay to refit.

15. This morning the Lapwing, of 38 guns, lying in the Sound, got in by means of sheers erected on board, and new stepped her bowsprit, which she sprung in her last cruize. This could not be accomplished before, owing to blowing weather and rolling sea in the Sound. This shews the propriety of a sheer hulk being constantly moored in Barn Pool for that purpose. Several persons in a respectable way of life were this day committed to Exeter Gaol by the Solicitor of the Admiralty at this port, for having valuable King's stores, viz. copper bolts, nails, &c. quite new from the manufacturers, found in their possession. They will take their trials at the next Exeter assizes. Sailed two tenders to the Westward for men from Milford, for the Fleet. Last night there was a hot press in the harbour, Sound, and Catwater; several useful hands were picked up, but many, on examination, were discharged as unfit for the service.

16. Came in, after a nine-months cruize off Ferrol and Corunna, the Mars,

of 74 guns, Capt. Duff, to refit and victual. She left Admiral Cochrane, and our Fleet, all well on that station; the enemy's Ships as usual in Ferrol and Corunna. Also, from a long cruize off the South-West coast of Ireland, la Topaze, of 38 guns, Capt. Lake, to refit. Last Tuesday several gang of caulkers and painters were put on the Hibernia, of 120 guns; she will, in all probability, be launched the first spring-tide in October; she is pierced for, and will carry, 51 guns of a side, viz. 17 on each of three decks, besides the quarter-deck and forecastle. The two fir Frigates are in great forwardness, and will be launched about the middle of October. This day the Officers of the two Corvettes driven ashore and burnt by the Boats of the Aigle, of 44 guns, Capt. Wolfe, near l'Orient, were landed, to take their examination for a certificate for the head and gun-money for their Crews, as a reward to our gallant Tars. Sailed for Falmouth, the Lady Warren, of 32 guns, Capt. M'Kellar, with convoy.

18. The Prince George, of 98 guns, put back on Thursday night, having again sprung her main top-mast: it was again newly fixed, and she sailed yesterday to join the Fleet, with bullocks and vegetables. The Majestic, of 74 guns, which came on Thursday into Cawsand Bay, left the off-shore Squadron also all well, and are perfectly on the alert. Sailed for the Downs about 20 Sail of Navy armed coppered Transports, under convoy of the Seagull, of 18 guns, Capt. Burke: from the hurry in which they were ordered to sea, it is imagined an expedition is going forward to the Eastward.

20. Came in several coppered Transports from Liverpool, fitted up to receive troops.—The Liberty Lugger, captured off the coast of Guernsey, last Friday, by the Ranger, Capt. A. Frazer, was formerly the Valiant Lugger in the service of Government; she landed her cargo to-day, and has on board 730 ankers of spirits, besides wine, soap, and tobacco, and is worth nearly 4000l.

21. Came in la Niobe, of 38 guns, from a cruize.—Sailed the Hawke, of 18 guns, on a cruize; Ranger and Busy Cutters, ditto; and the Plover, of 18 guns, with a Fleet to the Westward.

22. Came in the Queen, of 98 guns, from the Channel Fleet, to refit; also the Plantagenet, of 74 guns, from the East Indies, last from the Downs.

25. Le Tigre, of 84 guns, Capt. Hallowell, is quite ready for sea; her quarter-deck will be very brilliant, as several young gentlemen of rank are going to make their first *debut* in the Royal Navy, on board le Tigre. The Right Honourable Earl Spencer has brought down from Apthorpe, his seat, one of his sons, who is going as a volunteer with Capt. Hallowell, with several other of the younger branches of the Nobility; she sails on Monday or Tuesday at farthest, to join Vice-Admiral Lord Nelson's Fleet, off Toulon.

28. Last night after post arrived here the Ship William Heathcote, of Liverpool, Capt. Thomas Phillips, from Demarara bound to Liverpool, laden with a valuable cargo, consisting of 1400 bales of cotton, and 125 casks of sugar, said to be worth 80 000l. She was taken by a French dogger privateer, called the General Augereau, of 12 guns, and 190 men, in the Irish Channel, after a very severe action of half an hour, during which the Captain, his son, the owner's son, and several of the crew, were killed, and the mate, with many of the crew, badly wounded, and are now prisoners on board the dogger privateer. After the exchange of prisoners, the Frenchmen bore away for a Spanish port, and had arrived near St. Andero, when the Nautilus, of 18 guns, fell in with and re-captured her: she is a very fine Ship, of about 600 tons burthen, pierced for 22 guns, had twenty mounted, with a Crew of thirty Men, and appears to be nearly new. The Frenchmen, after much hard fighting, made use of their only superiority, which consisted in their numbers, when by running the Ship along-side, they carried her by boarding: her sails and rigging seem to be very much cut, especially in the after part of the Ship. The Captain was killed after the Frenchmen got on board; they rushed upon him and stabbed him in many places, and he died, encouraging the Mate to fight the Ship as long as possible; but the Mate was soon after mortally wounded. The Captain's son, a lad about twelve years old, behaved nobly, when the French were boarding; he was, however, mortally wounded, and thrown overboard before he expired. The William Heathcote was taken the 4th August, and retaken the 9th following. The Nautilus is also arrived, as is the Indefatigable, of 38 guns, both from a cruize off the Spanish coast.

29. Came in his Majesty's Ship la Loire, of 40 guns, Captain Maitland, from a cruize, and brought in with her the French Ship Privateer Blonde, of Bourdeaux, mounting 30 guns, and having on board 260 men, which she captured after a chase of 36 hours. She appears to be quite clean, is very deep, and seems to have been but a few days at sea on her present cruize. She is last from Vigo, and has not made any captures. During the chase and running fight, five of la Loire's crew were wounded, two of them desperately.—Came in the Humber, of 16 guns, Captain Hill, from a cruize.—A Ship is going into Cawsand Bay, said to be the Ajax, of 80 guns, from Portsmouth.—Arrived from the Downs, the Seagul, of 18 guns, Capt. Burke.

30. Went up the harbour, la Blonde French Privateer, of 30 guns: she is exactly painted like an English East Indiaman; has no figure head. On board her, amongst the wounded men, was discovered, by some of the Custom-house Boat's Crew, a Seaman, that in the last war was Captain of the after-guard of la Caton, of 84 guns, when she was burnt in the Straits; but he says, on being questioned, he is of the Ligurian Republic, and by birth a Genoese.—Countermanding orders are for the present come down this day, by an Admiralty Messenger, to stop the sailing of le Tigre, of 84 guns, Captain Hallowell; and the Conqueror, of 74 guns, Captain I. Pellew, for the Straits. It is supposed they are to join the Fleet. —Came in from Spithead, the Ajax, Captain Lord Garlies; she takes in bullocks, and then sails to join the Fleet off Brest.

Sept. 1. Came in the Princess Royal, of 98 guns, from the Channel Fleet, to refit.—Arrived the Anna Christiana, from Frederickstadt; the Asphalon, from Riga; and the Little Edward, from Memel; all laden with naval stores: also the Defiance, of 74 guns.—Sailed to the Westward, the Ajax, of 80 guns; Conqueror, of 74 guns; Tigre, of 74 guns; Defiance, of 74 guns; and Majestic, of 74 guns.—Came in the Hornet, of 18 guns, from the West Indies.

2. By letters from Jamaica, brought by the Hornet, of 18 guns, Capt. C. Sheppard, it appears that the Mignone, of 18 guns, Captain Hawker, being on a cruize, was violently struck with lightning, by which accident the Ship was a little damaged, and three Seamen were unfortunately killed, and five wounded. The Tigre, of 84 guns, Capt. Hallowell, and the Conqueror, Capt. I. Pellew, which got under weigh last night from Cawsand Bay, and made sail to the westward, with a fine wind at N. W., are bound for the Mediterranean.—Came in from a cruize, the Alert Lugger, of 16 guns, Lieut. Delafons; and from Corunna, for London, the Comet, formerly an East Indiaman, captured by the French in the beginning of the war, and sent for Corunna, and purchased there by an American house in London, for which port she sailed some days since, but was detained and sent in here for examination by Rear-Admiral Cochrane. She left our Squadron there the 21st ult. all well; the enemy as usual.

3. Came in the Comet, in ballast, from Ferrol, detained by his Majesty's Ship Northumberland, of 74 guns, Rear-Admiral Cochrane; she is at present under American colours. It appears that this Ship was employed in the East India Company's service, and early in the present war was captured by a French Privateer and carried into Ferrol, where she was condemned as a prize, and purchased by an American, and, it is said, was now bound to London.—Sailed the Queen, of 98 guns, to join the Channel Fleet.

6. Sailed the Princess Royal, of 98 guns, to join the Channel Fleet.—The Neptune, of 98 guns, and the Plantagenet, of 74 guns, have received their bullocks on board this morning, and will sail in the evening to join the Fleet; likewise sailed the Trowbridge, of 24 guns, for Cork; Lady Melville, of 14 guns, to the westward; Moucheron, of 14 guns, on a cruize; and Helena, of 18 guns, with several Ships, for the West Indies.—Sailed the Bourdeaux Packet, of Philadelphia, Capt. Hedelius, from Philadelphia for Bourdeaux. She was detained and sent in here by the Rosario, of 18 guns, Captain Mounsey, and since liberated.

11. Came in the Cockatrice armed Brig, of 12 guns, with a Fleet under convoy, from the eastward; also l'Aigle, of 38 guns, from the Channel Fleet.—Sailed the Nautilus, of 18 guns, to the westward.

13. Came in the following Vessels from Jamaica, with French prisoners, being a part of those that were taken at the evacuation of St. Domingo; viz. Arcade, of Hull, Capt. Dale, with 317; Favourite, of London, Capt. Purdy, 232; Maria of London, Capt. Rands, 284; Hannah, of London, Capt. Headley, 256

They sailed from Jamaica in company with three other Vessels, which parted from them on the voyage. Many deaths have happened on the voyage by decline, scurvy, and fluxes. The above Vessels are to perform a strict quarantine of 21 days in Catwater. They left Jamaica the 14th July; and the convoy for England, under the Elephant, of 74 guns, was then collecting at Bluefields, about 150 Sail, to go for England the 1st of August, so they may be hourly expected. Sailed the Rambler, of 14 guns, Capt. Innes; and the Cockatrice of 14 guns. Came in to refit, l'Aigle, of 44 guns, Capt. Wolfe. Sailed the Lady Warren, of 14 guns, Capt. M'Kellar, to the westward; and for Exe River, with standing rigging, &c. for a Gun-brig building at Topsham, the Tortoise Dock-yard Lighter, under convoy of the Viper, of 14 guns. The Hornet, of 14 guns, Capt. Shepherd, is now along side the Jetty, and her upper works are examining, preparatory to her going into dock. Came in the Temeraire, of 98 guns, from the Channel Fleet; also the American Ship Colombe, of Boston, Capt. Iday, from Norfolk, bound to Dunkirk, laden with tobacco and staves. She was detained on the 12th instant by his Majesty's ship Nautilus. Sailed the Topaze, of 38 guns, Capt. Lake.

15. Came in from the Channel Fleet to re-victual and refit, the Montague, Terrible, and Thunderer, of 74 guns each; and Harlequin, of 18 guns, from a cruize. The Princess Royal and Neptune, of 98 guns each, had joined the Fleet off Brest before the above Ships left thence. Sailed for Jersey, the Niobe, of 40 guns, Capt. Scott; and on a cruize to the coast of Ireland, the Topaze, of 38 guns, Capt. Lake. The St. George, of 98 guns, is now in dock, fitting for immediate service. At two P. M. came in the Naiad, of 36 guns, Captain Wallis, from the Squadron off Ferrol; also the Atalante, of 18 guns, and a Cutter, with one of the new Gun-brigs, from the eastward, under jury masts.

17. Came in from a cruize the Atalante, of 16 guns, Captain Masefield.— Went down the harbour into the Sound, the Wolf Sloop of War, Hon. Capt. Bennett; she is to take out the Newfoundland Fleet, and it is supposed will winter at St. John's. Came in a new Gun-brig, under jury masts: she went up the harbour to be fitted for sea; the Viper Cutter convoyed her round to this port. Came in from sea the Mary, of Greenock, captured on her outward-bound passage to the West Indies, by the Uncle Tom, of eighteen nine-pounders, and 130 men, on the 3d instant, in lat. 49° 30', long. 25° W. The Uncle Tom was cruizing in the above latitude, with other French Privateers, to intercept our trade; she was re-captured the 10th instant, trying to make a port in Spain, by the Illustrious, of 74 guns, Capt. Sir C. Hamilton, Bart.

Came in from the Leeward Islands, the Good Intent, for London; also a new Sloop of War from Dartmouth, under jury masts; she went up the harbour to be fitted for sea. Arrived from pithead the Millbrook, of 14 guns, with the Newfoundland convoy from Poole, &c. to go for St. John's in a few days, under convoy of the Wolf, of 18 guns, Hon. Capt. Bennett; she is to call off Falmouth for the Ships collected there. Went up the harbour to refit, the Atalante, of 16 guns.

19. This day 1200 French prisoners, just arrived from Jamaica in five Transports, under command of Lieutenant Harrison, R. N. were sent on board the different Prison Ships in Hamoaze, and 300 of those French prisoners who have been on board some months past, were landed at David's Point, and were escorted through this town by two Captains, four Subalterns, and seventy-five rank and file of the first battalion of Plymouth Volunteers, Lieut. Col. Langmead, and a party of the fourth dragoon guards, as far as Chudleigh, on their way to Stapleton prison. A similar number march on Friday, escorted by the Prince of Wales's own Royal Plymouth Volunteers, Lieut. Col. Hawker. The behaviour of the French troops from St. Domingo, prisoners of war, is said to have been uncommonly impudent and overbearing; and it is supposed if there had been any of them that could have managed a Ship, they would have tried to have thrown the English Sailors overboard, and run away with the Cartels. The Agent, a Lieutenant in the Navy, had hard work to put them on short allowance on their passage, having been three weeks beating through the Gulf; and when they arrived here, they had only three days' provisions and water left,

even at short allowance. On board one of the Cartels, some of the Soldiers were villains enough to set a negro boy to murder the English Master in his cot while asleep, but was providentially discovered with the knife in his hand, going towards the cabin, by the Mate who had the watch. A strict eye has been kept on the boy, to discover his accomplices, but hitherto in vain. To the credit of the French Officers, (prisoners of war on board,) their conduct was very laudable, in endeavouring to suppress any mutinous conduct, where they could exert the little authority they possessed.

20. Came in the Windsor Castle, of 98 guns, from the Channel Fleet; also the Sirius, of 38 guns, and the Lady Warren, of 18 guns, from a cruize.

22 The Diamond, of 32 guns, Capt. Elphinstone, which sailed on Thursday, lay-to for the night, to receive further orders, and sailed to the westward yesterday morning. Orders came down yesterday for all the Frigates to get ready to sail directly; and the Endymion, of 44 guns, Hon Captain Paget; l'Aigle, of 44 guns, Capt. Wolfe; Naiad, of 38 guns, Capt. Wallis; and Sirius, of 38 guns, Captain Prowse, immediately hoisted Blue Peter at the fore, as a signal for all Officers and Men absent on duty or leave to repair on board directly It is supposed they are intended to cruize off the coast of Spain and Portugal, and to the southward.—The Temeraire, of 98 guns, Capt. Kelly, will be ready for sea by Wednesday. Letters received from Antigua, state, that the Carysfort, of 28 guns, is at present unrigged there, and laid up for want of men, having lost, besides Capt. R. Faushawe, several Officers, and the greater part of her Crew. The remainder, about fifty men, are on shore, by order of Commissioner Lane, in a sail loft, and recover daily. Just sailed from Cawsand Bay, for the Fleet off Brest, the Impetueux, of 84 guns, Capt. Martin The Morne Fortunée, of 14 guns, is to sail to-morrow with dispatches of importance. Destination not known.

23. Yesterday evening the dispatches came down from the Admiralty for the West Indies, which were immediataly put on board la Morne Fortunée, Lieutenant Dale, and she sailed at 7 P M. for Jamaica and the Leeward Islands; from the hurry of her sailing, it is supposed the dispatches are of importance, as she is a fast sailing Vessel. Sailed with convoy to the eastward, the Lady Warren, 32 guns, Capt M'Kellar. Sailed on a cruize to the westward, the Endymion, 44 guns, Hon. Capt. Paget.

24. Sailed on a cruize off the coast of Spain, and to the southward, the Naiad, of 38 guns, Capt. Wallis; also on a cruize in the Bay, for a month, the Hazard, of 18 guns, Capt. Neve. Orders came down this day from the Transport Board, for the five Transports which are from Jamaica, with 1250 French troops, prisoners of war, now in Hamoaze, to sail for the Downs, under orders of Lieutenant Williams, the Agent; viz. Maria, Arcade, Sea Nymph, Polly, and Hannah.

25. This day letters were received from on board the Spencer, of 74 guns, Hon. Capt. Stopford, dated off Toulon, stating her safe arrival there from Cawsand Bay, after a fine passage of eleven days, and found Admiral Lord Nelson's Fleet all well; the enemy, as usual, sometimes skulking out of Toulon for a mile or two, and then directly skulking into port again, as soon as our Fleet hove into sight. Last night the 87th regiment, from Jamaica, embarked on board the Braak armed Transport, of 14 guns, Lieutenant Lane, from the Pandour, of 44 guns, Store-ship, Captain Nash. The Braak sailed directly for Guernsey, where the 87th is to be landed, to receive their numerous recruits from the different parties on that service, in Great Britain and Ireland. Sailed the Hannibal, of 16 guns, armed Ship, with the five Transports for the Downs as per yesterday, and to receive Troops on board. Sailed on a cruize to the westward, the Sirius, of 36 guns, Captain Prowse. Came in damaged, having carried away her main-topmast in a gale of wind, the Diamond, South Sea Whaler, to refit; and the Surat Castle East Indiaman; the former went up Catwater, and the latter came to in the Sound.

27. Sailed for the Downs, the Hannibal, of 14 guns, with the five Transports put back yesterday. This morning came in from the westward a Line of Battle Ship, supposed to be the Venerable, of 74 guns, from the Fleet. The Majestic, Capt. Lord A. Beauclerc, which was to have joined the Squadron, off the Texel, is ordered from the eastward to join the Squadron off Ferrol.

PORTSMOUTH.

Portsmouth, Aug. 5. The Swiftsure, of 74 guns, and the Steady Gun-brig, are come into harbour to be coppered. The Gibraltar, of 80 guns, Captain Ryves, is paid off at this port, and her men drafted to the Ajax and Glory. A Portuguese Ship was sent into Spithead this morning by the Havre Squadron, detained coming out of that port. She was purchased at Havre by a Portuguese merchant. The Crew of the Wolverene, a letter received in this town from an Officer belonging to her, says, are marched near 900 miles from where they were landed, to Verdun. Capt. Gordon and his Officers were well, and not ill treated.

9. This morning arrived the Pluto Sloop of War, from off Havre, with dispatches. Came into harbour, the Dragon of 74 guns, Capt. Griffiths; and the Merlin, Capt. Brenton. Sailed the Speedwell, on a cruize; and Minerva Cutter, on a cruize.

13. A Collier-brig was driven on shore here this morning, in a hard gale of wind, which has blown all day from the southward and westward, chiefly the latter.—She will probably be got off. Arrived last night, the Spider Brig, with a Transport from Jersey.

15. The Revolutionaire Frigate, Capt. Hotham, is arrived, with his Royal Highness the Duke of Sussex on board, from Lisbon. Sailed the Tribune, of 36 guns, Capt. Bennett, on a cruize off Cherbourg. Arrived the Lord Keith, Harriet, and Union, East Indiamen, from the Downs; and went out of harbour, the Penguin Brig of War, and has since hoisted a signal for the West Indies. Wind S. W.

17. Sailed the Liberty Brig of War on a cruize.

19. Arrived the Meteor Bomb, from a cruize. Sailed the Glory Man of War to join the Channel Fleet.

21. Arrived the Adamant Frigate, and the Scourge Sloop of War, with the Polly, Ellerby, for Gibraltar; the Parthan, Crawford; and the Industry, ——, for the West Indies; and a Fleet of outward-bound Vessels under convoy, from the Downs.

23. Arrived the Skelton Castle and Devaynes from the Downs. Sailed the Hydra Frigate, with the Fleet under convoy for Lisbon, Oporto, and Mediterranean, and the Penguin Sloop of War, with a Fleet under convoy for the West Indies. Wind N. W.

24. Arrived the Millbrook Schooner, from the Downs. Sailed the Æolus Frigate, Capt. Lord William Fitzroy, to attend his Majesty at Weymouth; and this afternoon the Royal Sovereign Yacht, Capt. Sir H. Neale, went through Spithead for the same service. Came into harbour the Bellerophon, of 74 guns, Capt. Loring; Ulysses of 44 guns, Capt. Columbine; and the Egyptienne, of 44 guns, Hon. Capt. Fleming.

26. The Revolutionaire Frigate, Capt. H. Hotham, is appointed to convoy the following East Indiamen, now at the Motherbank, to a certain latitude; viz. The Travers, and Union, for St. Helena and Bengal; Indus for Madras; Lord Keith, and Ocean, for Madras and Bengal; Devaynes, for Madeira, Bombay, and Madras; Huddart, and Harriet, for Madeira, Madras, and Bengal; and the Skelton Castle, for Madras and Bombay. The Avenger Sloop of War, Capt. T. White, has made the signal for a convoy for Newfoundland and Halifax. A number of Custom-house Cutters are ordered to be put under the orders of Sir Home Popham, who is arrived here to inspect some new planned boats, which are building in the Dock yard. Such is the secret manner in which they are proceeding, that no person, excepting those directing their construction, is allowed to be present, or view them.

30. Arrived the Falcon Sloop of War from off Havre. The Defiance brought to at St. Helen's, but proceeded yesterday morning for Plymouth. Last night arrived the Helder, armed en flute, Capt. Searle, from the Eastward.

Sep. 1. Arrived the Magnificent armed Ship, Capt. Hawker. Sailed the Falcon, of 16 guns, Capt. Saunders, for the Havre Squadron.

2. Dropped down to St. Helens the Revolutionaire Frigate, with the outward-bound East Indiamen.

3. Arrived the Majestic armed Ship from the Downs, Pluto Sloop of War, and Lion, Cutter from a Cruize.

4. Sailed the Revolutionaire Frigate, Capt. Hotham, with the East India convoy, a Whaler, and a West Indiaman, which she will see to a certain latitude, and then proceed to Halifax. Also sailed the Ville de Paris, of 110 guns, to join the Channel Fleet.

7. This morning the Success Frigate, Capt. Scott, and the Merlin Sloop of War, Capt. Brenton, went out of harbour; and the Lion armed Cutter sailed with a convoy to the Eastward. The Cyclops, Capt. Fyffe; Experiment, Capt. M'Kenzie; and the Blonde, Capt. Faulknor, are lying Guard-Ships at the Needles.

10. Sailed the Poulette, of 24 guns, Capt. Dunbar, to take the command of the Squadron off Havre, in the absence of Capt. Oliver, of the Melpomene, which arrived yesterday to refit. Arrived the Lady Warren armed Ship. Arrived last night the Lady Melville armed Ship, from Plymouth. Sailed the Heron Sloop of War, on a cruize off Havre.

12 Dropped down to St. Helen's, the Merlin, of 16 guns, Capt. Brenton. Arrived the Mercury of 28 guns, Hon. Capt. Bouverie, from Guernsey. Sailed the Lady Melville, of 16 guns, to the westward. Arrived a Schooner, of 16 guns, employed in laying down new lights on the Coast.

15. Arrived the Speedwell Brig, Lieutenant Robertson, from a cruize; Agincourt, of 64 guns, Capt. Briggs, from the Mediterranean; and the Ship Navigator, a Transport, with troops on board from Malta. The Agincourt has detained a Brig bound to Embden. Sailed the Steady and Attack Gun-vessels to the eastward, and the Millbrook Schooner, to take the trade for Newfoundland from Poole to Plymouth, whence the Wolfe Sloop will proceed with them.

17. Arrived the Queen Cutter, from Dover; Rose Cutter, from a cruize; and Lion Cutter, with a Vessel laden with salt, and detained by her, and sailed again on a cruize.

18. Arrived the Blenheim, of 74 guns, Capt. Bland, from Barbadoes; the convoy went by for the Downs. Also arrived the Favourite Sloop of War, Capt. Foote, from off Havre; and the Zephyr Sloop, Capt. Abdy, from a cruize. Sailed the Melpomene, of 44 guns, Capt. Oliver, on a cruize off Havre; the Nemesis, of 28 guns, Capt. Somerville, on a cruize off the Start; and the Rose Cutter, on a cruize. Went out of harbour the Growler, a new Gun-brig. The Agincourt, of 64 guns, Capt. Briggs, was released from quarantine this morning. This afternoon arrived the Devastation Bomb, from off Havre.

20. Last night sailed the Davastation, of 12 guns, Capt. Milner, with a convoy for the Downs; and the Mary Schooner, to lay down lights on another part of the coast. Sailed this morning the Agincourt, of 64 guns, Capt. Briggs, just returned from Malta for Chatham, to be paid off; and the Humber armed Ship, with a convoy to the eastward.

21. Arrived the Ardent Cartel, from Morlaix, and Minerva Cutter, from a cruize; the Flora, ———, from Havre, bound to Lisbon, detained by the Poulette Sloop of War; the Huffnung, ———, and the Industry, Spy, from Lisbon, bound to Dieppe, detained by his Majesty's Ships Rattler and Pluto; also, the Heron Sloop of War, from a cruize, and sailed again to the eastward, and the Britannia Cutter, with the Brig Young Peggy, of Bristol, from Guernsey, which she has recaptured.

23. The Ardent Cartel arrived yesterday from Morlaix, which she left on Wednesday; the Johannah, of Southampton, Capt. Weeks, was to sail the next day. Arrived the Prospero Bomb, from off Havre. The Prince of Wales, Admiral Sir R. Calder, is expected here to refit. The Officers who arrived in the last Fleet from Barbadoes, report that the Squadron under Commodore Hood had captured 150 Sail of Vessels since the beginning of the war.

24. Arrived the Poulette, of 24 guns, Captain Dunbar, from the coast of France; and the Prince of Wales, of 98 guns, Sir R. Calder, Capt. Cumming, from the Channel Fleet. This day went into dock his Majesty's Ship Ulysses. The Scipio, of 74 guns whose keel was laid down about six months since, is in a great state of forwardness, having all her ribs fixed, and stern frame up.

25. Sailed the Hecla, of 8 guns, Capt. Sykes; and the Explosion, of 8 guns, (bombs,) Capt. Prevot, to join the Havre Squadron. Went out of harbour the Swiftsure, 74 guns, Capt. Mark Robinson.

Promotions and Appointments.

Sir G. M. Keith, Bart was appointed to the command of the Boxer Gun-brig in September.—Thomas Hutchinson, Esq. of the Royal Navy, is appointed to the Sea Fencibles at Pool.—Captain Cooke is appointed to the command of the Salvador del Mundo, of 112 guns, at Plymouth.—Captain Morrison, to the Lilly; and Captain J. Bullen, to the Fencibles at Lynn.

Commodore Hood has, in consequence of the death of Captain Fanshawe, of the Carysfort Frigate, made Captain M'Kenzie Post in that Ship; and we believe Captain Younghusband, in the Blenheim. He has promoted Captain Woolcombe and Captain Byam.

The Freedom of the City of Cork has been unanimously voted to Lieutenant William H. Ingram, of his Majesty's Navy.

Captain Terence O'Neill, late of the Nimrod, is appointed to a command in the Sea Fencibles in Ireland.—Lieutenant Miller is appointed to the command of the Pincher Gun-vessel, at Deal.

The last dispatches from Sir John T. Duckworth state his having appointed Lieutenant S. Chambers to the rank of Commander, and to the command of the Pelican Sloop, at Jamaica.

Captain Fahie is appointed to the Hyæna; and Captain Mackay, to the Scout.—Captain Pender is appointed to the Plantagenet, *vice* Hon. Captain de Courcy, appointed to the St. George.—Captain Drury, son of Admiral Drury, is appointed to the Drake.—Lucius Curtis, Esq. Lieutenant of the Excellent, and son of Admiral Sir R. Curtis, is made a Commander, and appointed to the Jalouse.

Rear-Admiral Drury, to succeed Admiral Whitshed in the command of the Sea Fencibles in Ireland.—The Hon. Captain Colvill is apppointed to the Romney, *vice* Brown; Captain Collier, to the Leander, *vice* Skene; Captain Barrie, to the Brilliant; Captain Jackson, to the Musquito; Captain Searle, to the Autumn; Captain Duncan, to the Naiad, *vice* Wallis, indisposed; Lieutenant S. Chambers, to the Pelican; and Lieutenant Miller, to the Pincher Gun-vessel.

Vice-Admiral Sir John Orde is to hoist his flag on board the Glory, of 98 guns, arrived from the Channel Fleet.

Rear-Admiral Douglas is appointed to superintend the fitting out Ships at Deptford; Sir Home Popham, to the Antelope; Captain Talbot, to the Leander; Captain Ed. Ellicott, to the Willington armed Ship; and Captain P. Parker, to the John armed Ship. Mr. Gawler, of the Admiral's Office, to be Purser of the Inconstant.

MARRIAGES.

October 8, by special license, at St. George's, Hanover-square, by the Rev. Robert Grosvenor, A. M. William Lloyd, Esq. of Aston, in Shropshire, to Miss Harvey, eldest daughter of Captain Eliab Harvey, of the Navy, and Member for the county of Essex.

On Thursday, October 11, at Rackton Church, Sussex, the Rev. C. B. Ponsonby Lowther, of Mannigsad, in the county of Wilts, to Miss Eliza Callbeck, niece to Rear-Admiral Sir Isaac Coffin, Bart.

On Saturday, October 13, Captain Hood, son of the Hon. Colonel Hood, of the South East Hants Yeomanry Cavalry, to Miss Hammond, daughter of Sir A. S. Hammond, Comptroller of the Navy.

OBITUARY.

On the 26th of May last, on board his Majesty's Ship Victory, off Toulon, Lieutenant Reid, in consequence of a wound he received a few days before on the Island of Sardinia, from one of the inhabitants who attempted to rob him.

On the 28th of August, Captain Saville, of the Navy, Agent for Prisoners at Jamaica.

The latter end of September, at Little Park, near Wickham, Hants, Robert Linzee, Esq. Admiral of the Blue Squadron. In the year 1770, this gentleman was appointed Post Captain. In 1793, he was appointed a Commodore, and, at the pressing solicitation of General Paoli to Lord Hood for assistance, was dispatched to Corsica. On the 21st of September, his Squadron, consisting of the Alcide, Courageux, Ardent, Lowestoffe, and Nemesis, entered the Gulf of St. Fiorenzo; and, on the 30th, before day-break, the respective Ships brought up in their stations, and opened a heavy cannonade on the redoubt of Fornili. The firing continued without intermission till nearly eight o'clock, at which time no visible impression had been made on the enemy's works. The Ships, particularly the Ardent, were then so much damaged, being also exposed to a heavy raking fire from the town of St. Fiorenzo, from which Commodore Linzee had been given to understand he was out of the range of shot, that he was compelled to retire. The loss sustained by the Squadron amounted to sixteen killed and thirty-nine wounded.—Commodore Linzee sailed from Corsica to Tunis, in order to seize on a French Ship of 74 guns, (le Duquesne,) and some Gun-boats, which were lying there; but, on his arrival, he found that the Bey would not permit the neutrality of his port to be violated.—In the year following Mr. Linzee was promoted to the rank of Rear-Admiral; in 1795, he was made Vice Admiral; and, in 1801, he was advanced to the dignity of Admiral of the Blue Squadron.

The 27th of September, at his father's house, Southsea Lodge, Mr. S. Wilson, Midshipman, of the Royal William.

On Tuesday the 2d of October, Mrs. Trotter, widow of the late Captain Trotter, of the Navy, at Portsea

At Haslar Hospital, on Saturday the 6th of October, Lieutenant A. Macdonald, of the Royal Marines, of his Majesty's Ship Canopus.—He was an eminently good man, as well as a brave and intrepid Officer. His remains were interred in this Garrison Chapel, with military honours: the Officers of the Royal Marine Corps, and of the 3d Lancashire Regiment, attended the funeral rites; and the Marine Band played the solemn dirge, with an impressive effect.

We feel particularly the loss which the amiable Lady Lilford has sustained in the death of her son, Mr. Powis, who was a Midshipman in the Royal Navy.

October 8, in the afternoon, two young men belonging to the Inflexible, Captain Bayley, now lying in the Downs, went to a field about a quarter of a mile from Deal, to decide an affair of honour. At the first fire one of them was mortally wounded in the head, and died about half an hour afterwards. He was conveyed to the nearest house, belonging to Mr. Thomas Mockitt, where every attention was paid to the unfortunate young man, and two Surgeons immediately sent for, but all medical aid was ineffectual. The principal made his escape, but the two seconds are committed to gaol. The deceased's name is Sawyer, Captain's Clerk of the Inflexible.

Last week, at Malling, Lieutenant Young, of the Royal Marines, aged 25.

Lately, in action with the Buonaparté Brig, Lieutenant Pierce, and Mr. Collman, Purser, of the Hippomenes.

Lately, at Portsea, Mr. Waugh, a superannuated Shipwright; whose demise should be noticed for his open, generous, and humane disposition. He subscribed 50l. towards the expense of clothing the Volunteers of this town; and erected one of the monuments in Kingston Church Yard, to the memory of the unfortunate sufferers in the Royal George, which sunk many years since at Spithead.

Lately, Lieutenant J. Drew, of the Navy, from a violent cold. His uncle, Captain J. Drew, of the Cerberus, and nephew, Lieutenant J. Drew, were drowned in Plymouth Sound; and his other uncle, Captain J. Drew, of the de Braak, was lost on the coast of America.

At Jersey, Mr. Pleydell Dawnay Legeyt, Midshipman, of the Severn Frigate.

On Thursday, the 11th of October, of a fever, at his lodgings, in Mary-le-Bone, Lieutenant John Lackey, of the Royal Navy.

The Officer who shot himself on Friday the 12th of October, in a field adjoining the Jew's Harp House, was Lieutenant M'Lean, of the Royal Navy. He was recognised by several Gentlemen who knew him when on board the Leander, in which he had recently arrived in England.

THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM MAY 25 TO JULY 13, 1804.

THE Rufe, Bienvenic, from Demerara to Guernfey, is captured and carried into Guadaloupe.

The Atlantic, late Walker, from Jamaica to Liverpool, is captured and carried into the Havannah.

Boston, April 16.—By the Fanny, Smith, from the Isles of France, we have advice of the lofs of the Porpoife armed fhip, and the Cato, of London, on Wreck Reef, about 200 miles from Sandy Cape, on the 17th Auguft; the crews and a quantity of provifions faved from the wrecks.

The Henry, Reynolds, from Charleston to London, is put into Norfolk, Virginia, in diftrefs.

The Bofton, Salter, from England, has been taken at Noo ka Sound, by the natives.

The Hope, Farquhar, from North Carolina to Jamaica, is captured; the Captain arrived at Jamaica.

The Charlotte, Cornfoots, from Quebec to Jamaica, was loft on the Ifland of Anticofti, in November laft; part of the cargo and materials faved.

The Lord Duncan, Alderfon, from London to St. Vincent's, was taken 28th February, in the latitude of Barbadoes, by the Grand Decide French privateer, and carried into Guadaloupe.

The Difpatch, Oxley, from Liverpool to Copenhagen, is taken by a Dutch privateer, and carried into Holland.

The Orion, ———, failed from Virginia, 21ft January, for Antwerp, and has not fince been heard of.

The Albert, Maxwell, from Demerara for Virginia; the Ocean, Pritchard, from Portland for St. Bartholomew; and the Two Brothers, Nichols, from Guadaloupe to New York, are detained, and fent into Bermuda by the Driver Sloop of War.

The Sophia, Dorothea, Schutt, failed from Hull about the middle of November, for Lubeck, and has not fince been heard of.

The Maiden, Thompson, from Aberdeen to London, is wrecked off Loweftoffe; the crew and part of the materials faved.

The Refpect, Pl ce, from Oporto to Hull, is on fhore on the Kentifh Knock, near Margate, but expected to be got off.

The Nancy, Durell, from Petersburg and Copenhagen to Guernfey; the John, Nennes, from Hull; and the Fire of Aberdeen, Martin, from Sunderland to Aberdeen, are taken and carried into Holland.

The Cargador, Johanfen, from Dublin, is ftranded off Aix.

The Wadftray, Way, from London to Demerara, has been taken by the Egyptienne French privateer, retaken by the Blanche frigate, and arrived at Jamaica.

The Sufannah Margaretta, Lund, from London, is ftranded near Ivica.

The Harriet, Robfon, from Halifax to Newcaftle, was loft on Sable Ifland the 16th of January.——The crew and part of the cargo faved.

Les Deux Freres, ———, from Bourdeaux to Martinique, is taken by the Tartar letter of marque, of Guernfey, and carried into that Ifland.

The Fortitude, Herman, from New York for Londonderry, is taken by le Brave French privateer (formerly the King George Lisbon packet, fince captured) and carried into Ribabeo in Spain.

The Caftor, O'Hara, from Jamaica to Liverpool, is on fhore in Dundrum Bay, County of Down; a brig, with falt for Newfoundland, is on fhore near the fame place.

The Ann, ———, from Teignmouth to Shields, has been taken by a privateer of 14 guns—retaken by the Dart cutter, and arrived at Dartmouth.

The Otter, of Maryport, in ballaft, has been taken near Cape Wrath, and funk, by l'Hirondelle French privateer.

The Retrieve, Chartres; and the Supply, Lang, of Whitby, which were ftranded on the Ifland of Leffoe, in December laft, have been got off, and put into Aalburg to repair.

The Quickfilver, Roleftone, of Dartmouth, with falt, bound to Newfoundland, was loft at Scilly 30th May.

The Ann and Mary, Whiley, with ftones, for London, was run down by a light collier in the night of the 28th May, about five miles to the fouthward of the floating light in Happisburg Gut.——Crew faved.

Barbadoes, 26th April.—The Grand Decide, French privateer, is cruizing to windward, and has taken one of the convoy under the Mermaid frigate, from Cork.——A brig, coal loaded, fuppofed to belong to the Urania's convoy, from Portfmouth, is alfo taken off this Ifland.

The Johns and William, from Dublin to Chefter, is totally loft.

The Vier, Gebroeders, Harms, from Embden, is detained and fent into Yarmouth by the Africaine frigate.

The William, Storey, of Dartmouth, from Liverpool for Newfoundland, is on fhore in Dundrum Bay, Ireland, but is expected to be got off.

The Meanwell, Robfon, from Newcaftle to Norway; and the Nancy and Margaret, Barclay, from Peterhead to Chriftianfand, both in ballaft, are taken by the Unie Dutch privateer, and burnt.

The Peggy, ———, from Cardigan to London, is carried into Plymouth by the British Fair cutter, having been deferted by the crew, on fuppofition that the cutter was a French privateer.

The William, ———, fuppofed to be laden with lumber, and to belong to Wifcaffet, has been towed into Scilly, difmafted and full of water.

Leghorn, 27th April.——Le Genereux, Melzy (Chebeck), is returned to this port from a cruize, with a Swedifh veffel laden with Englifh merchandize.

The Eliza Ann, of 400 tons, from Madras, is reported to have been taken at the ifland of Sumatra in November laft, by a French fquadron under Admiral Linois.

The Venus, Wardell, from London to Jerfey, is taken and carried into Dieppe.

The Caftle Douglas, Allen, from Liverpool to the Baltic, is recaptured by the Spencer man of war, and fent into Plymouth.

The Vrow, Elina, ———, of Embden, from Dort to France, is detained and fent into Dover by the Jackall gun-brig.

The Elizabeth, Cufhin, from Guernfey to Briftol, was loft the 6th June, on Biddeford Bar; crew faved; great part of the cargo expected to be faved.

The Friends, Williams, from Jerfey to Virginia, has been taken by the Brave privateer of Bourdeaux, and burnt.

The Fame, Waters, of and for Philadelphia, from St. Domingo, is taken by a French privateer, and carried into Barracoa.

An Englifh fhip, from London, worth 300,000 dollars, was taken by a French frigate, and carried into the Ifles of France, in Feb. laft.

The Chance, Watt, from Jamaica to Charlefton, was taken the 4th May off the latter port by a French privateer, which is reported to have captured the Rofamond, from Clyde.

The Neptune, Phillips, from Africa to the Weft Indies, is captured by a French frigate, and carried into Rio Janeiro.

The Argo, Williams, from Petersburg, that was ftranded in November laft, on the ifland of Leffoe, is got off, and proceeded to Alberg to be repaired.

La Clariffe French privateer, is taken by the Albion and Sceptre men of war, and carried into Madras. A few days before fhe left the Mauritius, the Gen. Decan, of 24 guns, and Fortune, of 16 do. failed from thence, their deftination unknown.

The Lord North, Brown, from Poole to Pictow, has been taken; retaken by the Spencer man of war, and fent for Plymouth.

The Caftor, O'Hara, from Jamaica to Liverpool, which

was driven on ſhore in Dundrum Bay, Ireland, is condemned; the cargo ſaved, with the exception of 57 tierces of coffee.

The Grace, Prynn, from Sunderland to Plymouth, has been on the Shingles, ſince got off and put into Lymington, after throwing part of her cargo of coals overboard.

The Zephyr, Jackſon, from Gibraltar and Liſbon to Cork, was taken off Cape Clear the 8th June, by the Gen. Aujereau French privateer.

The Nancy, Scott, from Liverpool, ſtruck on a rock in the Bay of Fundy, on 7th May, and filled with water, and it is doubtful if ſhe will be got off; crew ſaved.

The North Star, Edmonſton, from Leith to Piſtow, ſprung a leak in lat. 54. 36. long. 17. 16. and has put into the Clyde, after being 24 days at ſea.

The Horta, Barwiſe, from Belfaſt to Dronton, was captured 28th April, off Cape Wrath, by a French privateer, and ſunk.

The Autumn, Hobkirk; and the Waldridge, Hedley, of Sunderland, ſailed from Emſworth 8th April, were taken the ſame evening off Beachy by a lugger privateer, and carried into Dieppe.

The American ſloop Nancy, Foyd, from St. Marc's to New York, and the American ſchooners Vulture and Polly, from St. Domingo to Baltimore, have been taken by French privateers; ſince retaken, and arrived at Jamaica.

The Henry Addington, Lacey, from London to Jamaica, run on ſhore 14th April, on Barebuſh Key, near Old Harbour, Jamaica, and it is feared will be loſt.

The Duke of Marlbro' packet, from Falmouth to the Leeward Iſlands, is captured to the windward of Barbadoes, by a French privateer, after an action in which one paſſenger and ſeveral men were killed and wounded.

The Duke of Bronte, ———, from Jamaica to London, was taken by a French privateer, in April, and carried into St. Jago de Cuba.

The Hazard, Wood, from Liverpool, was on ſhore off Philadelphia 15th May, but expected to be got off.

The Mary Ellen, Jump, from Africa and Demerara to the Havannah, is loſt in the Streights of Bahamas. The crew and people ſaved, and arrived at the Havannah, in the Maria, Tobin.

The Lucy, Brooks, from Liverpool to the Cape de Verds, is put into Cork with damage.

The Proſerpine Dutch frigate, of 32 guns, and the Pylades ſloop, of 18 guns, were taken by Commodore Hood's ſquadron, at Surinam, the 4th May, and arrived at Barbadoes the 19th.

The Enterprize, Graham; and Garland, Pinder, from New Providence, are arrived at Charleſton, with the French national corvette l'Africaine, of 4 guns and 360 men, principally French troops, from the Havannah, captured within three miles of Charleſton Bar.

The Mentor, Thomas, from Meſſina to London; and the Catherine, ———; with a brig which was convoying them, have been taken by a French privateer. near Malta; the two former were retaken ſame day by the Bittern ſloop of war, who alſo captured the privateer.

The Excellent, Davis, from Carmarthen to London, has been captured by a French privateer, retaken by the Nile cutter, and ſent into Ramſgate.

The Venus, Haſler, from Liverpool, was captured on the windward coaſt of Africa, 16th April, by the Uncle Thomas privateer.

The May, Chriſtie, and the Nymph, of Lynn, both colliers, were captured 23d April off Beachy Head, and carried into a port near Boulogne.

The Melcombe, Langriſh, from Weymouth to London, was taken 20th June, by a privateer of 16 guns, ſince retaken by the Indefatigable armed ſhip, and arrived at Portſmouth.

The Jong Jan Weiſe, Weiman, from Amſterdam to Corunna, is detained by the Swallow privateer of Plymouth, and ſent into that port.

The Kingſmill, Moon, from Liverpool to Barbadoes, is captured by the Buonaparte privateer, and carried into Guadaloupe, after an engagement in which Capt. Moon was killed.

A letter from Genoa, of the 30th May, ſtates, that the Vengeur Italian privateer had arrived there a few days before, with two Engliſh veſſels which ſhe had captured.

The Friends, Irvine, from London to Memel, is on ſhore near Memel, and it is feared will be loſt.

The Felix ſchooner arrived at Plymouth 27th June, from a cruize; ſhe has captured three French luggers from St. Andero to Bayonne, laden with wheat and a number of dollars, and ſent them for Plymouth.

The Atlas, M'Fall, from Liverpool for Nova Scotia, is on ſhore on Cape Breton, but expected to be got off.

The Mercury, of Dungarven, Fowler, Maſter, was run down in Dublin Bay, 20th June, by the Fame, of Ayr. crew ſaved.

The San Georgia, from Smyrna to Amſterdam, is detained by a Britiſh frigate, and ſent into Malta.

The Recovery, Croker, from Jamaica to London, is taken by the Venus privateer of Nantes, and carried into St. Andero.

The Demerara, ———, from Demerara, which was driven on ſhore on the coaſt of Ireland, in January laſt, has been got off, and arrived in the Clyde 25th June.

The Spaniſh ſhip, el Dulce Nombre de Jeſus, from St. Sebaſtian's to Morlaix, is detained by the Calypſo ſchooner, and ſent into Plymouth.

The brig Swan, from Cardiff to London, is reported to have been taken by the Vemereux privateer, and carried into Dieppe 9th June; it is alſo added, that the ſame privateer captured ſeven other veſſels at the ſame time.

An Engliſh brig of 33 tons, from Falmouth to St. John's, in ballaſt, with 14 men on board, including 7 paſſengers, was taken 16th April by the Venus privateer of Nantes.

The Anna Sophia, Langerfield, from Rotterdam to Dublin, is on ſhore on the Iſland of Enhallow, Orkneys, and it is feared will be totally loſt.

The Alfred, Burdon, from London to Memel, is on ſhore near Memel, but expected to be got off.

The Swediſh brigantine Eer is taken by a French privateer, and carried into Leghorn.

A French paper of the 22d June ſtates, that two Engliſh veſſels, laden with coals and ſalt, are taken by the Proſper privateer, of Boulogne, and carried into port.

The Patty, Oſtler, arrived in the River the 1ſt July, ſailed from Liverpool 5th June; when off the Land's End, a French privateer hove in ſight, and captured a veſſel, ſuppoſed to be a Coaſter.

The Duke of York, Coggan, from Briſtol to Poole, was taken 8th Feb. and carried into St. Maloe's.

The Adventure, Gallie, from London to Jerſey, is wrecked near Alderney; great part of the cargo ſaved.

The Kellerbaum, Prince, from New York with timber, got on ſhore near Tonningen, 25th June, and filled with water.

The Two Brothers, Giraldi; and the Cicero, Serra, letters of marque, belonging to Gibraltar, bound from that place to Malta, with cargoes of tobacco and bale goods, were chaſed, on 21ſt May, under the Caſtle of Altea, by the Eſperance French privateer, of 10 guns and 59 men, and there taken; the next day the ſame privateer boarded and captured in the road of Villagoſa, the Minerva, Laviſa, letter of marque, of Gibraltar, on the ſame voyage and ſimilar cargo as the above, and has carried her three prizes into Alicant.

The Unicorn (of London), Newton, from the South Seas, was captured off St. Helena 21ſt April, by the Surcouf privateer, of 24 thirty-ſix pounders, which ſhip on the 16th captured the Whim, (arrived off Portſmouth,) from the South Seas, and gave her up to the Crews, after taking out her cargo.

The Rochdale, Roberts, from Liſbon to Tobago, was taken the middle of May by a French privateer, and ſent for that Iſland.

The Henry, Reynolds, from Charleſton to London, is put into Norfolk, in Virginia, in diſtreſs, and there condemned; cargo landed.

The Providence cutter, ———, of Guernſey, of 6 guns, was taken the end of May, off Vigo, by a French privateer of 20 guns, and full of men.

Two ſchooners were taken in Gambia river the end of April, by two privateers, from Cayenne, which proceeded to that place with their prizes.

The Angola, Boyes, of and from Liverpool, armed with 16 guns, 6 and 18 pounders, and 30 men, was taken early in May by le Tigre French privateer, of 4 guns, without firing a ſhot, and carried into Senegal.

The Volunteer, Lamb, from Sunderland, with coals, is reported to have been taken by a privateer off Hartlepool, 11th June.

The brig Andaluſia, Rodreques, from Cadiz to Tonningen, was ſtranded on the ſouth ſide of the Iſle of Wight, 7th July; the cargo is expected to be ſaved.

The Fanny, Robinſon, from Bombay to China, is ſuppoſed to be loſt.

The Adml. Aplin, Rogers, from London to Bengal; the Counteſs of Sutherland, ———, from Bengal to China; and a brig from Bencoolen, are taken by Linois's ſquadron, and carried into the Iſles of France.

The St. Andre, Salvo, from Cadiz to Dieppe, is detained by the Dart cutter, and ſent into Dartmouth.

The Golden Grove, Burdon, from Newcaſtle, and the Rambler, Pinder, from Ramſgate, for Jamaica, were taken in May by a French privateer, part of their crews put on board an American, and arrived at Jamaica, 17th May.

The Aurora, Stringer, from Jamaica to London, was taken by a French privateer on 14th May.

[*To be continued.*]

Engraved by Fittler, from an original drawing by George Dance Esq. R.A.

SIR NATHANIEL DANCE, KNT.

COMMANDER of the EARL CAMDEN,

in the service of the Hon.ble East India Company,

and Commodore of the China Fleet, in the Year 1804.

Pub. 30 Nov. 1804 by J. Gold, 103 Shoe Lane, Fleet Street.

BIOGRAPHICAL MEMOIR OF

SIR NATHANIEL DANCE, Knt.

Commander of the Honourable East India Company's Ship Earl Camden, and Commodore of their Fleet homeward-bound from China.

Some are born great; some achieve greatness.
SHAKSPEARE.

" ——— Ne'er did man, with such bright glory clothed,
Bear him so meek. To God he gave the praise,
Owning himself his humble minister.
The honours proud heaped on him he received
With blushes, or with gentle speech repelled,
As one scarce worthy."
ANON.

ACCUSTOMED, as we have been for a long period of time, to contemplate the brilliant achievements of our naval heroes, until an uninterrupted series of splendid victories, unclouded by the remembrance of a single disaster, seemed to place an almost impassable barrier between our Fleets and the slightest reverse of fortune, it was reserved for the era of the present war to complete the triumph of Britain, and the disgrace of her vain-glorious foe. On the first appearance of the re-commencement of hostilities, Admiral Linois, who had been sent from France to take possession of the ceded settlement of Pondicherry, and with a force, which, under the management of British Sailors, had been adequate to the destruction of our commerce in the Indian Seas, made his escape from the roads of Pondicherry, and proceeded to join the Dutch Fleet at Batavia. From thence, however, he sailed without his allies in quest of the English homeward bound China Fleet. On the 14th of February, 1804, having with him a force consisting of five Ships of War, viz. the Marengo, of 84 guns, la Belle Poule and la Semillante, heavy Frigates of 44 and 36 guns, la Pinson, of 20 guns, and the Dutch Brig Aventuria, mounting 18 32-pound carronades, he came in sight of his intended

prey, composed of 16 Sail of *laden Indiamen*, and eleven valuable Country Ships *without convoy*, and under the orders of Commodore, now Sir Nathaniel, Dance. On the 15th, at two P.M., after giving to the gallant English Commander the most complete opportunity of evincing his own nautical skill, and of displaying the matchless and universal ardour of his intrepid Fleet, the French Admiral exhibited to the world another and an unexpected proof of British naval superiority, the Ships of War of proud imperial France flying from the pursuit of an unprotected Fleet of English Merchantmen.

The scope of our publication has, hitherto, been peculiarly directed to the characters of those who, *by their profession*, are more immediately and wholly employed in fighting the naval battles of their country. We conceive, however, that although we may in this instance in some degree depart from our ordinary plan, we shall not fail to gratify all our readers by the following biographical sketch of the gallant *merchant* veteran, to whose cool and determined conduct on that memorable day we are indebted for a new trophy in our temple of national fame, and to which, as we have been informed, the public owe the preservation of a property of the value of ten millions sterling.

Sir Nathaniel Dance was born in London on the 20th of June, 1748. His father, Mr. James Dance, was the eldest son of Mr. George Dance, the late City Architect. He was a man whose natural powers of mind, strengthened by an education in which his excellent parents spared neither trouble nor expense, fitted him for the highest stations of that profession, the law, for which he was designed. He married when he was only nineteen years of age, and while at Oxford, Elizabeth, the daughter of Mr James Hoper, many years a respectable Officer in the Custom House of London. By her, during the time he lived with her, he had many children, of whom only Sir Nathaniel is now alive. Shortly after the birth of the Commodore, his father, who had for some time adopted habits of dissipation, quitted his family altogether,

formed an unfortunate connection with Mrs. Love, an inferior actress of that day, and, assuming her name, distinguished the latter years of his life by sustaining, with no trivial applause, a certain cast of characters on the boards of Drury Lane Theatre. He died in 1744; his widow died in 1783; and his only surviving daughter, Sarah, died in the present year, 1804. By his total neglect of his family, the care of Sir Nathaniel, in his infant years, devolved on the parents of his father. Under their eye he received the first rudiments of learning; and, under the influence of their excellent example, he first learned to appreciate and to admire in others, and afterwards to display in his own character, those qualities which, through a long life of anxieties and ill-fortune, have endeared him to all who know him. Although his professional career has been uniformly marked by a series of disastrous incidents, which left him, at the commencement of 1803, a considerable loser by the services of his whole life, yet, in spite of every difficulty, he, from his earliest years, never ceased, during their lives, to be the protector of his deserted mother and the father of his orphan sister. An observance so generous and so exemplary of these most prominent duties of private life now sheds a brighter glory round his public fame.

In the year 1759 he quitted his grandfather's paternal roof, and embarked on the stormy ocean of his career under the protection of his relation the late Nathaniel Smith, Esq., who is still remembered, not less as one of the ablest Officers of his time in the Indian service, than for his distinguished merits during the many successful periods in which he presided in the Court of Directors. Under him he served a strict but salutary apprenticeship to the profession of a Seaman, and laid the foundation of that nautical science to which the country is indebted for his brilliant achievement in the China Seas. From the year 1759 to 1787, he passed successively through all the gradations of professional service, under the unremitting protection of his first and only patron, to the rank of a Commander. During this period he

made eight entire voyages to India, one to the Mediterranean, and one to the West Indies, besides a part of one to the East in 1780, when he was among the number of those captured by the combined Fleets of France and Spain, in which latter country he remained six months a prisoner on his parole. In January 1787, he sailed as Commander of the Lord Camden, in which Ship he made four voyages; and, in January 1803, he sailed for China in a new Ship, the Earl Camden, of 1200 tons burthen, and carrying 36 18-pounders. On the 5th of February, 1804, he left Canton on his return to Europe, having been appointed, by right of seniority, Commodore of the whole Fleet; and, on the 14th, he fell in with the Squadron under Admiral Linois.

During his stay at Bombay, on his outward-bound passage, Captain Dance was attacked with a severe illness, which had nearly terminated his existence; and, at the time when the French Fleet was first discovered, he was still suffering under its effects. On this occasion, however, the weakness of the body yielded altogether to the energy of the mind. Anxious, but not dismayed by the responsibility of his situation, unawed by the inequality of force with which he was about to contend, confident in the gallantry of *every* Ship, and determined to save *all*, he bade defiance to the hostile Fleet, as his pendant floated in the breeze, the signal of decisive resistance, and the pledge of assured victory. In a preceding part of this volume (vide page 137) we have laid before our readers the modest letter of the gallant Commodore published in the London Gazette. Participating as we do in the feelings of our countrymen, it has been our business to make the most minute inquiries into the circumstances of this glorious action. The novelty of such an engagement, sustained as it was by British Merchantmen against French Ships of War, excites a more than ordinary curiosity, as its success has raised a more than ordinary degree of admiration. We cannot sufficiently express our opinion of the coolness, intrepidity, and skill, with which the Commander of this Fleet, unaccustomed as he was to the practice of naval

engagements, provided against every emergency, and prepared his plans, either for attack or defence, as the manœuvres of the French Admiral might render it expedient for him to adopt either the one or the other. His conduct was worthy of the experience and science of our most approved and veteran Admirals, while the ardour and promptitude with which his orders were obeyed and his plans executed by the several Captains under his command, may have been rivalled, but can scarcely have been exceeded in the most renowned of our naval exploits.

The anxiety which so long pervaded the public mind for the safety of this valuable Fleet, the surprise of joy with which the news of its safety was at last received, and the testimonies of applause which have signalized this action, are the best criterions of its importance, and of the merits of those by whom it was achieved. The most lively enthusiasm testified the satisfaction of all ranks of the people on their arrival in England. The Captains were distinguished in the most honourable manner, by public bodies of their countrymen; the East India Company bestowed the most substantial rewards on the whole Fleet; and the King conferred on the Commodore the honour of Knighthood, with expressions of the most marked and flattering approbation. To sum up the character of this transaction in few words, we may say of it, that, by its unprecedented success, it has added to our national fame; and, by its preservation of so vast a property, at this juncture, it has added to our means of security, and strengthened our sinews of war. His grateful country has not been backward to reward the eminent services of the Commander, under whose directions this great event has been accomplished, and history will record, among the naval heroes of Britain, the name of NATHANIEL DANCE.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

USEFUL HINTS FOR SAILORS AND SEAFARING MEN.

BATHING in the sea-water, in hot climates, is very wholesome, when done with discretion: it should never be immediately after meals, for reasons obvious to those who are acquainted with animal nature and economy. Bathing in, and drinking, salt water is a specific cure for scorbutic diseases. Cleanliness and frequent washings are very beneficial. Sir John Narborough preserved the health of his Crew, in a long and unwholesome voyage, by obliging them to have a strict observance of cleanliness, and particularly by washing themselves, and being careful to keep neat and sweet their vessels of cookery. Cleanliness also extends itself to apparel and bed-clothes, which should always be, with the strictest care, preserved in the utmost state of purity. One instance of detrimental uncleanness, is lying down to sleep, as Seamen too frequently do, in all their clothes: this should never be preferred; but, instead of being prevented, it is often encouraged, that they may be ready at a call. Much sleep in hot weather is hurtful; it relaxes and enervates greatly, and disposes the body to many disorders. It greatly behoves all Seamen who have a due regard for self-preservation, never to sleep upon deck, especially in the night, or when the air is moist, for obvious reasons. Let the breast be covered during sleep. It were perhaps needless to admonish Seamen never to sleep exposed to the sun, rain, or cold winds. Every Seaman ought to have three shirts, that he may be able, by keeping them duly washed, to change once in three or four days. After linen has been washed in salt water, it should be rinced in fresh; for the salt particles adhering to it, are hurtful to the wearer. The expense of fresh water would be but small, a hundred shirts may be rinced in a small pail of fresh water; but when it rains, even without that charge.

It is very important in the healthiness of Ships, to be well provided with a plentiful store of vinegar: if the Seamen use it with all their victuals, the better, but especially with pork; and a little in water too, particularly in hot climates or intemperate weather. Vinegar corrects evil effects from water inclining to putrefaction, and promotes greatly that salutary perspiration which in hot climates prevents putrid fevers and inflammations. If vinegar fail, spirit of sea salt answers, in a very small quantity, nearly the same happy purpose, as in a greater proportion. If a little shrub were provided for the use of Seamen after hard fatigue, instead of such liquors as are commonly given to them,

by generous and humane Commanders, on these occasions, it would have a much better effect, as the vegetable acid in it gives it a superior efficacy against putrefaction.

On such occasions as sickness, how easily might Seamen be supplied with good plenty of excellent and wholesome soup, by the help of a digester.

It may seem a trifling matter, but it will prove greatly salutary to a Ship's Crew, to make every man wash his mouth every morning and night with vinegar. This is particularly salutiferous in hot weather, and a singular preservative against the scurvy and all putrid diseases. At the same time as such a diffusion of acid or antiseptic particles are disseminated through the parts of a Ship, they exert their antiscorbutic efficacy, to prevent or destroy the influence of putrescent or corrupt air, and to restore it to a wholesome state. By this practice also, the lungs and more tender vitals become sheathed or armed against the reception or inhalation of the volatile particles of putrefaction, so that they either are repelled, or else entirely change their poisonous to a harmless quality. A man in such armour is safe. Fine grass hay in rain-water, makes a liquor which is perhaps one of the most excellent preservatives against, and remedies in, the sea scurvy; it is a pleasant drink: hay is easily preserved, and it may be made to occupy no great compass of room.

REMARKABLE PRESERVATION AT SEA.

Letter from Captain Ebenezer Bradshaw, Commander of the Andalusia, dated Halifax, April 30, 1759.

THE 27th of February, being then in the lat. of 34° N. long. 47′ W., about two o'clock in the afternoon we saw a Vessel without masts, about three miles to leeward of us; immediately bore down to see what she was: I found it to be the Dolphin Sloop, Capt. Baron, from the Canaries, bound to New York; they had been from the Canaries ever since Sept. 11, 165 days: 115 they had had nothing to eat. I sent my Boat on board to see what condition they were in; my people called to me, and told me they were helpless and starving, and desired to know whether I could take them on board: I ordered my people to put them in the Boat and bring them on board, which accordingly they did. When they came alongside our Ship we were obliged to hawl them in with ropes, they were so very weak: there were the Captain and seven others; but such poor miserable creatures sure never was seen: had it been a week longer they must all have died. When I came to examine the Captain and the people, they told me, that they had not had any provisions for upwards of three months before they saw me; they had eaten their dog, their cats, and all their shoes, and, in short, every thing that was eatable on board.

On the 10th of January they all agreed to cast lots for lives, which accordingly they did: the shortest lot was to die; the next shortest was to be the executioner. The lot fell upon Anthony Gallitia, a Spanish gentleman, a passenger; they shot him through the head, which they cut off and threw overboard; they then took out his bowels and ate them, and afterwards ate all the remaining part of the body, which lasted but a very little while.

The Captain told me they were for casting lots a second time, but it happened very luckily that he bethought himself of a pair of breeches which he had, lined with leather; he soon found them, took out the lining, and cut off for each man's share a piece of about an inch and a half square, for the day's allowance; that, with the grass that grew upon deck, was all the support they had for about twenty days before I met with them: the grass, as my people told me, was in some places four or five inches long. The Captain brought on board the remaining part of the leather lining, which I have got, and a piece of the same that was the allowance for one man for the day.

Words cannot express the deplorable condition they were in when I met them. I have on board the Captain's journal of all their proceedings. I brought seven of them safe in here, well and hearty; one died at sea. I shall say no more on this melancholy subject, but happy for them that I met them that day. They had not been on board my Ship above two hours, before we had a most violent hard gale of wind; the Captain told me he verily believed that the Sloop foundered that night.

PHENOMENON AT MALTA*.

FORTY years since, a Maltese clock-maker, who owned the mountain of Zebug, formed a plan of making salt-works, by digging a reservoir, and letting in the sea water. He flattered himself that the heat of the sun would cause the water to evaporate, leaving behind it a sufficient quantity of salt not only to indemnify him for the expense he had been at, but to enrich him considerably. The difficulty was to facilitate the entrance of the water, it being forty or fifty feet below the reservoir made in the rock. After a variety of attempts, he at last discovered that there was a grotto under the rock, which communicated with the sea; he immediately pierced the rock in a perpendicular direction, and made an aperture like the mouth of a well. This plan succeeded extremely well; and he was delighted to find that the water in the reservoir diminished every day, which he attributed to the natural effect of the sun; and he continued letting in as much water as possible, in hopes of encreasing the quantity of salt. But his

* *Vide* BOISGELIN'S *History of Malta*, just published.

surprise was beyond description, on perceiving that the water was not evaporated, but absorbed by the spongy rock, from which, owing to filtration, it in time returned to the place from which it originally came. It was some time before he made this discovery; which at last was owing to his wishing to collect the salt he imagined to be contained in the reservoir, at the bottom of which the rock was entirely dissolved by the acid of the salt, and nothing remained but a thick kind of mud. The grief he suffered from this disappointment, threw him into a long and dangerous illness. On the approach of winter the weather became windy and the sea rough. One day in particular, a terrible storm arose, and the violence of the wind drove the raging waves into the grotto; where the body of water increasing considerably, and being confined in this almost circular spot, acted with a rotatory motion, and formed a syphon or water-spout. There being no passage but the well newly opened, it forced its way through with violence, and appeared like a beautiful wheat-sheaf of water of so large a circumference as to fill up the whole mouth of the well, and rising perfectly entire to the height of sixty feet, formed a magnificent aigrette. Its projectile force was so great, that the wind could not act upon it till it had reached the above-mentioned height; when it suddenly separated, and the aqueous particles composing this immense body of water were diffused over the country on all sides, to the extent of more than a mile. The violent rain of salt water destroyed all vegetation; and the cultivated fields, which before had been amply productive, appeared as if they had suffered from fire.

The inhabitants of the neighbourhood brought an action against the clock-maker, and claimed damages to a great amount, but he died before the affair was decided. To prevent another misfortune of the same nature, they stopped up the mouth of the well with large stones. This operation occasioned another phenomenon, as extraordinary as the former. A great quantity of air was confined by the waves in the bottom of the grotto; which being rarified, repulsed the water with such violence as to cause the most terrible explosions, which not only shook the rock, but the whole neighbourhood. The tremendous noise of these different explosions resounded through all the grottoes, and resembled a discharge of artillery of all sizes, quickly succeeding each other. These sounds being constantly echoed, had the effect of the most violent peals of thunder, particularly when different storms met together. The terror was general; and constant apprehensions were entertained that the rocks would be thrown down, under which this subterraneous thunder never ceased to roar when the wind was high. This horrible noise still continues whenever the well is filled up; but when the impetuous waves confined in the cavern

have in some degree removed the stones at the bottom of the well, the water acts with the greatest violence on them, breaking them, reducing them to powder, and driving them back into the sea. The first stones being carried away, the others fall of course, and the well once cleared, the wheat-sheaf of water forms again, and spreads desolation through the adjacent parts. In the space of twenty years, the well has been filled up three times; and the inhabitants are in constant dread of a fresh explosion.

CHRONOLOGICAL LIST OF FIRST LORDS OF THE ADMIRALTY,

From the Year 1685 to 1804.

1685 THE King acts as High Admiral
1689 Arthur Herbert
1690 Earl of Pembroke
1692 Earl Cornwallis
1693 Viscount Falkland
1695 Edward Russell
1700 Earl of Bridgewater
1702 Earl of Pembroke, High Admiral
1705 Earl of Orford
1706 Sir John Leake
1708 Earl Strafford
1710 Earl of Orford
1712 Earl of Berkeley
1727 Viscount Torrington
1733 Sir Charles Wager
1742 Earl of Winchelsea
1744 Duke of Bedford
1747 Earl of Sandwich
1751 Lord Anson
1756 Earl Temple
1757 Earl of Winchelsea
1758 Lord Anson
1762 Earl of Halifax
1763 Earl of Sandwich, succeeded by the Earl of Egmont
1766 Sir Charles Saunders, succeeded by Lord Hawke
1770 Earl of Sandwich
1782 Admiral Keppel
1783 Viscount Howe
1788 Earl of Chatham
1797 Earl Spencer
1801 Earl of St. Vincent
1804 Viscount Melville.

JOHNSON, THE SMUGGLER.

HIS Majesty having been graciously pleased to extend his mercy to this remarkable character, it may not be improper to lay before our readers certain occurrences of his life, of which we have been informed. This we are induced to do, as well in justice to the man himself, who, however unfortunate he has been in the choice of his mode of life, has evinced, that he possesses qualities which would do honour to a more elevated state, as in explanation of the motives which operated on the feelings and liberality of the late Minister in promising, and of the present Minister in procuring, for him his Majesty's most gracious pardon.

When the expedition to Holland took place, in August 1797, Johnson was a prisoner in the New Jail, in the Borough; whence he effected his escape in the middle of the day, in a most intrepid and

daring manner. He proceeded then without delay to Holland, and rendered the most essential services to our troops, as well on their landing, as afterwards in conveying to them, amidst innumerable difficulties, ammunition and provisions, of which they would at one period have been wholly destitute, if it had not been for his exertions. He was consequently recommended strongly by the much lamented Sir Ralph Abercromby and the Duke of York, for a pardon, to the then Prime Minister, Mr. Pitt, through whose influence he became an object of royal clemency.

Unfortunately, however, the want of some regular livelihood, tempted him to embark once more in the illicit profession of a smuggler, for an act in the exercise of which, he was again committed to prison in the Fleet. From this place he also effected his escape in a manner so wonderful as scarcely to be credible, though ascertained beyond the possibility of doubt, on the recent trial of the Warden of the Fleet for suffering his escape.

Though now at liberty, he found himself precluded from the possibility of attempting to profit by his ingenuity in his illicit traffic, on this side of the water, where alone he had contemplated a prospect of success. He, therefore, made the best of his way to Holland, and, whilst the peace lasted, aided in that country the efforts of his old associates in this, in the prosecution of their contraband traffic.

Upon the renewal of hostilities, however, Johnson's well known skill and intrepidity rendered him an object of the enemy's most vigilant attention. He was assailed by unjustifiable persuasions and menaces, alternately, to induce or compel him to enter into the service of France, but in vain. His determined and honourable refusal to acquiesce in the base proposals, caused him to be immured in one of those dreadful dungeons which still exist in Holland, so much to the disgrace of that country.—During a severe confinement of nearly twelve months in such a prison, his fortitude and loyalty underwent the severest trials, but remained unshaken. A settlement of 600*l.* in his family was offered to him ineffectually, as the price of his engaging in the infamous attempt to invade his native country; and he shewed equal principle and resolution in his contempt of the threat, that his life should be the forfeit of his obstinacy. In what manner this extraordinary man at length released himself from the miseries of his situation, or by what singular effort of ingenuity and courage he has succeeded in regaining his liberty, has not yet transpired. Not being aware of the benevolent intention of Government to reward his uncommon and persevering loyalty with a full pardon, he has directed his course to America, and the enemy have sufficient reasons to keep the secret to themselves.

Yet, whatever might have been the means of his deliverance, every patriotic bosom will rejoice at his success, and join us in an ardent and sincere wish, that the great and repeated mercy he has experienced from the Government of his country will prompt him to return, and unite with his countrymen in defence of their common rights, to which he manifested so unshaken an attachment, at a time, too, when his life was forfeited for an offence against the laws of his country.

PHILOSOPHICAL PAPERS.

History of the Discoveries and Improvements made in Astronomy, Navigation, and Geography, in the Year 1803. *By* JEROME LALANDE.

(*From le Magazin Encyclopèdique.*)

THIS year will not appear so remarkable as the two preceding ones, in which new planets and comets were discovered; but it presents a series of important labours, undertaken for the improvement of the science.

M. Piazzi has published at Palermo a very valuable work; a catalogue of nearly 7000 stars, each observed several times with excellent instruments, calculated and reduced to the year 1800. And we have received the catalogue of 500 stars, by M. Cognoli, with their right ascensions and declination, which are very correct. On this work he has been employed twenty years.

Lalande, my nephew, with his new aids and an immense number of his own observations, has entirely re-constructed the catalogue of 600 new stars, which for many years he has inserted in the *Connoissance des Temps*, and which serves as a foundation for the calculations of the greater part of our astronomers.

As the stars are the foundation of all our astronomical determinations, Dr. Maskelyne has carefully revised the thirty-four stars which he announced as having the utmost degree of precision, and which we have all employed, as being entitled to full confidence: he found in them an error of 4″.

I have calculated some hundreds of the sun's altitudes observed in England and France, for several years back, before and after the equinox, and have deduced from them the sun's right ascension, and consequently that of the stars which had been compared with him. I have found that it is necessary to add 5″ to the positions of the stars, which Dr. Maskelyne gave us as being certain to a second, and which all astronomers employed with the greatest security; but perceiving that observations made at the distance of 40° from the zenith, and at 60°, gave right ascensions which differed some times 15″, I

concluded that there were errors of division of 5″ in the interval of 20 degrees; it will therefore be necessary to recur to the whole circle, to verify the mural quadrants employed at Paris and at Greenwich.

M. Delambre, at the summer solstice, made an observation of the obliquity of the ecliptic with a multiplying circle. The mean of four years' observations, and of two years, made by my nephew, Lalande, gave us the mean for 1800, 23° 28′. This is the result of more than 1500 observations; but it supposes the height of the pole to be 48° 50′ 13″, instead of 14″, but the latter supposes the refraction of Bradley increased by 1″. By these means he makes the winter to agree with the summer solstice, between which there was a difference of 7 or 8″. The bad weather did not permit him to observe the winter solstice with the circle, which I caused to be constructed by Lenoir for the observatory of Palermo. The astronomers Bradley, Lacaille, and Mayer, found for 1750, 23° 28′ 18.5″; the secular decrease, therefore, would be 42″ per century; and I prefer this result to that of the equation of the sun produced by Venus, which would give 50″.

Dr. Maskelyne found, with a mural quadrant at Greenwich, 23° 27′ 57″; but the English have not yet adopted our repeating circles, with which one may be certain to a second, and with which no errors in the divisions are to be apprehended.

Piazzi, at Palermo, found 23° 27′ 56.6″, with an excellent circle by Ramsden, but not a repeating circle.

The measure of a degree of the earth in Lapland, which M. Melanderhielm has procured for us, and the calculations it required, were transmitted to us in the month of April, by Messrs. Svanburg, Overbom, Holmquist, and Palander: they have found the degree to be 57,197 toises. That found by Maupertuis, Clairaut, Camus, Lamonnier, Outhier, and Celsius, in 1736, was 57,405, which is greater by 208 toises. This enormous difference was suspected. The degree of Lapland was at variance with all theory, and with every other measurement; it gave to the earth too great a flattening; whereas the new degree gives $\frac{1}{313}$, which is not much different from the $\frac{1}{334}$, given by the new meridian of France, compared with the degree measured in Peru. It is, however, so difficult to admit an error of such magnitude, that we have requested information from Sweden on this subject.

M. Mechain set out on the 26th of April, 1803, for Spain, to continue the meridian of France to the 39th degree of latitude; that is to say, as far as the Balearian Islands. He was accompanied by Mechain junior, Dezauche junior, and they were joined by M. Chaix, an able Spanish astronomer.

I gave him an excellent circle of 19 inches radius, made by Lenoir; a telescope of a large aperture was added to it: there are twelve large reverberators, and he will be able to continue his triangles to Majorca and Ivica, though at the distance of 93,000 toises from the coast of Catalonia, in the months of January, February, and March, which are those most favourable for such observations. In the mean time he has formed six subsidiary triangles between Barcelona and Tortosa, as detailed in the Moniteur of November 15. But in the midst of storms and tempests, surrounded by thunder, and sleeping under a tent upon straw, he has been obliged, for the purpose of completing his operations, to cause wooden huts to be constructed on summits, the climate of which is dreadful. On the 27th of October he was on the highest peaks of Montserrat for his last triangle. On the 23d of November the whole were finished; but the Brig destined to carry him to the Balearian Islands, having lost twenty men by the yellow fever, which broke out at Malaga, was obliged to perform quarantine, and Mechain could not proceed thither, though the court of Spain had given the necessary orders. At length, on the 8th of January, he set out for Ivica, where he will commence his operations. It seems to be determined that the war shall not prevent this useful labour. By these means we shall have an exact measurement of 12 degrees, the mean of which will be the 45th degree, the one we are the most interested to know, to verify still better our universal measure and the magnitude of the earth.

The observatory has received some new acquisitions. On the 17th of August a meridian telescope, eight feet long, and of four inches aperture, and an axis of 46 inches, made at London by the celebrated Ramsden, was erected, and on the 6th of September M. Bouvard observed the moon: he observed also the equinox; and these observations will not be interrupted.

The minister, at my solicitation, caused also to be purchased, and deposited at the observatory, in the month of August, the observations of M. Lemonnier, which I have not had an opportunity of seeing: they consist of fourteen large volumes. The observations, which terminate at the 30th of October, 1791, have been printed up to the 6th of June, 1745; but it is only since the 8th of April, 1755, that they were made with the mural quadrant of 7½ feet. As those of Bradley are printed only for 1750—1755, and as those of Dr. Maskelyne do not begin till the month of May, 1765, there is a gap of nearly ten years; to supply which we have recourse to the observations of M. Lemonnier, though not so correct as those of Greenwich. But Lemonnier observed more stars. I propose to unite to this deposit the observations of Picard, Louville, Lacaille, Bonguer, Bailly, and d'Agelet, which are in my hands.

The astronomy of the planets has this year made some progress. M. Delambre has reconstructed tables of the sun, by introducing fourteen new equations, furnished him by the theory of Laplace, and calculating 500 observations of Bradley and Maskelyne.

The tables of the moon of M. Burg have been corrected by introducing new positions of the stars, and the equation of 180 years, found by Laplace. M. Burg has found the longitude of the moon for 1801, to be $3^s\ 15^\circ\ 1'\ 17.3'' + 10^\circ\ 2'' + 0'\ 8''$, and the secular motion $10^s\ 70^\circ\ 52'\ 43.5''$.

On the 1st of November, M. Burckhardt presented the result of his calculations, in which he found $4'\ 6''$ less than the longitude given by M. Burg, whose tables came down only to the 17th of November.

L. and a nom. 1801, $3^s\ 15^\circ\ 1'\ 12{\cdot}7''$ | $0^s\ 18^\circ\ 56'\ 55{\cdot}6''$.

Secular mot. $10^s\ 7^\circ\ 52'\ 45.5''$ | $6\ 16^\circ\ 49'\ 17{\cdot}8''$.

The difference arises from the new equation of M. Laplace, which M. Burg, perhaps, made too small.

The eclipse of the sun, which took place on the 16th of August, was observed almost every where; it furnished us with the verification of several longitudes, and gave us a rigorous agreement in the tables.

I have made new tables of Mercury and Venus, by employing the perturbations, or inequalities, produced by the attraction of the other planets. M. de Laplace had given the equations estimated by M. Bouvard.

M. Burckhardt calculated the tables. I corrected the elements according to the latest observations, and have had the satisfaction to see that the new ones are so exact, that no errors of any consequence can be found in the most correct observations of Mercury and Venus.

M. Flauguergues has calculated the equation of Mercury in tenths and seconds, and the logarithms to eight places.

The following is the last inferior conjunction of Venus, observed at Paris by Burckhardt, and Lalande, my nephew.

Mean time of the true conjunction, December the 31st, $3^h\ 15'\ 3''$; and the true longitude, counted from the mean equinox, $9^s\ 9^\circ\ 19'\ 5''$.

It gives for the correction of the present tables $13''$ in longitude, and $1''$ in latitude; but by means of the correction which I made in the epochs and mean motions, there remains only $1''$ of error for the longitude. I find in 1795, $1''$; in 1796, $2''$; in 1798, $1''$; in 1799, $1''$; in 1801, zero: which proves that there is no change to be made in the new elements.

In the digression of March 13, 1803, M. Flauguergues found $+21''$ and $+4''$.

In the month of May, 1804, Venus will astonish the public by her great splendour; and we shall be obliged to announce in our journals, that she is not a new star, nor an extraordinary comet.

The opposition of Mars at the end of 1802 — 6″ in longitude, + 2″ in latitude, for the tables which Lalande, my nephew, published in the *Connoissance des Temps*, for the year 12, 1804.

M. Bouvard has re-constructed the tables of Jupiter, according to observations made for ten years, employing equations of conditions, which give the means of verifying all the elements. He has brought them to such perfection, that the errors amount only to 10″; but the mass of Saturn, reduced to $\frac{1}{3516}$, is more exact than that deduced from the satellites.

The opposition of Jupiter gives — 2″ in longitude.

The opposition of Saturn in the month of March, gave for the correction of the tables in longitude — 17″, and in latitude zero. But M. Bouvard will undertake the same labour in regard to Saturn, as that which he has announced on Jupiter.

The disappearance of Saturn's ring, according to the calculation of Dusejour, will not take place till the end of June.

Among the rare observations which M. Vidal has sent us, there is one very extraordinary. On the 11th of October, he observed Jupiter and Venus at the same time as the limb of the sun; they differed only 10′ in declination; he saw them together in the field of the telescope. He observed Saturn in the meridian 20′ before the sun.

Olber's planet, discovered on the 28th of March, 1802, has this year afforded occupation to all the astronomers. It had been lost since the 16th of October, 1802; we were all impatient to see it again: M. Harding, of Lilianthal, first enjoyed this satisfaction; on the 19th of February he saw it, like a star of the twelfth magnitude.

On the 11th of July, M. Burckhardt gave us the new elements, by which we can find it again in the month of March next, 1804.

The sidereal revolution, 1681 days $\frac{28}{100}$; tropical revolution 1680·97, or 4 years, 7 months, 11 days.

Semi-axis - - - - - - -	2·767123
Aphelion - - - - - -	4^s 1° 6′ 46″
Node - - - - - - -	5 22 27 35
Inclination - - - - -	0 34 38 50
Anomaly, June 30 - -	10 19 9 0

which gives for the mean longitude, the 1st of January, 1804, 9^s 29° 52′ 58″; eccentrically the same as in the preceding elements, 0·2463; diurnal motion, 12′ 50·983″; annual motion, 78° 10′ 9″.

I have had the satisfaction to find the study of astronomy is extending even in America. Don Antonio de Roberdo has sent me

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from the Havannah, minute calculatious of the eclipse of the sun, on the 10th of February, 1804, made by the analytical methods of M. Dusejour, for every country of the earth, with all the dimensions of the curves of illumination. These calculations, more extensive and more exact than those in the *Connoissance des Temps* for the year 12, arrived too late to be inserted in that work; which I much regretted.

The French government has resolved to re-establish the mission to China, which is equally useful to the sciences and to political relations; and one of our ablest astronomers has formed the project of going thither.

My Bibliographie Astronomique appeared on the 5th of June, in a quarto volume of 900 pages. It contains as large a catalogue as I was able to make, in the course of thirty years, of all the astronomers, and all the works on astronomy, which have appeared for two thousand years.

Bailly's large History of Astronomy, terminated at 1781: I have continued it to the end of 1802.

M. Goudin has given a new edition of his astronomical memoirs.

On the 17th of March, the Board of Longitude published the *Connoissance des Temps* for the year 13, which contains every thing relating to astronomy, that has been done in the countries where it is cultivated; the history and observations of the new planets and of the last comets: a new catalogue, which makes the numbers of the stars known to be 13,000, memoirs and observations by Baron Von Zack, and M. Ciccolini, Delambre, Mechain, Vidal, Flauguergues, Goudin, Sortin, Lalande, uncle and nephew, Burckhardt, Nouet, Chabrol, de Muro, and Thulis; with the history of astronomy for the years 8 and 9, to serve as a continuation of that given for the preceding years since 1782.

The *Connoissance des Temps* for the year 14, is on the point of appearing: it contains all the calculations of the moon made from our new tables for the use of the Navy, with a great number of observations, tables, and memoirs, by Laplace, Delambre, Vidal, Herschel, Messier, Burckhardt, Lalande, uncle and nephew, Olbers, Thulis, Flauguergues, and Duc la Chapelle; the History of Astronomy for 1802; supplements to my Bibliographie; tables of aberration for 140 stars, a twelfth catalogue of new stars, a table of the changes in longitude and latitude for 600 principal stars, the measurement of the degree in Lapland, and a table of all the articles contained in the forty-five last volumes of the *Connoissance des Temps* since 1760, when I began to keep a register of the annual progress of astronomy.

Hitherto we have seen no native of Russia distinguish himself in

that country by astronomy. But I have experienced an agreeable surprise, and entertain consoling hopes, in seeing young Alexander Oulibisheff, at the age of ten, converse with me on astronomy in a manner I never before witnessed, even in France, from persons of twenty years of age. He was born at Moscow, on the 27th of November, 1793.

Astronomical geography this year has made some progress, particularly at New Holland. This immense part of the world, which contains almost five hundred thousand square leagues of surface, might alone maintain four hundred and fifty millions of inhabitants, which is more than half the number on the whole earth: this is sufficient to shew the importance of the voyage.

Capt. Baudin, who set out on the 13th of October, 1800, from Havre de Grace, wrote on the 12th of November, 1802, that he had sufficiently explored, for the security of navigation, Lewin's Land, Concordia, and de Witt's Land, d'Entrecasteaux's Channel, the island Maria, the eastern coast of the large island of Van Diemen, Bass's and Banks's Straits, and the whole of the south-west coast of New Holland, from Cape Wilson to the islands of St. Peter and St. Francis. He proposed to direct his course through Bass's Straits, in order to explore a large island discovered by English fishermen, King's Island, Kangaroo Islands, on the south-west coast of New Holland, the southern part of which neither he nor Captain Flinders were able to examine, and he expected to go thence to the islands of St. Peter and St. Francis, to ascertain the direction of the continent in that part which is unknown to him; then to proceed to Lewin's Island, to terminate the labour of the large Bay de Geographe, and then to de Witt's Land, the northern coast of New Holland, and Carpentaria. They hope to return in a year. If all this is not performed, it will not be the fault of the astronomer Bernier; for he possesses all the zeal and ability which I announced when I proposed him for the expedition, which I did with great regret.

The French have admired the immense labours performed by the English, during the twelve years they have been established in Port Jackson; and the splendour and opulence of this colony, formed near our antipodes, which is the fruit of a large Navy, by which they can easily unite the extremities of the universe, and which will long be wanting to the prosperity of France. The observations of Bernier at New Holland, from the 27th of May 1802, are indicated in the Moniteur of August 15, 1803. The examination of the whole southern coast, which is owing entirely to France, has been completed.

Capt. Hamelin set out from Port Jackson on the 19th of November, 1802. On the 9th of December he separated from Captain

Baudin to return to France, with a collection of natural history and curious animals, an account of which has been given to the Institute by M. Lacepede. This philosopher is of opinion, that there must be in the midst of this immense country, a sea like the Caspian; but no information has yet been obtained in regard to the interior parts of it.

Bernier has sent me an observation of the transit of Mercury, made at New Holland. He concludes his letter by saying, "I beg of you, my dear master, not to forget your pupil, who, at the extremities of the world, renews to you the assurances of lasting respect and gratitude." In this manner my ardent zeal for astronomy has sometimes procured to me great enjoyment, in which self-love is not the least sensation, but it is not the only one.

The astronomer Horner writes from the island of Teneriffe, October 25th, "Baron Von Humboldt, one of the most learned and most intrepid travellers that ever existed, after having visited the unknown part of South America, says, in a letter dated November 25th, 1802, that he had traversed the snows of the Cordillera, to go to the province of Quito. On the 23d of June, 1802, he was at Pinchincha, and Chimboraza, at the height of 3015 toises, which is only 236 toises below the summit. No person was ever at such a height before; the blood issued from his eyes and his lips; he experienced retching, and an uneasiness which continued several days after this terrible journey." Yesterday M. Delambre received a letter of the 19th of July, from Mexico:—With M. Bonplan he has formed a herbal of six thousand plants. He has been of equal use to geography. He hoped he should be able to return in the spring of 1804, to publish the immense and valuable collection of observations he has made in the course of five years.

The taste for travelling into Africa, which I strongly recommended, has continued to produce curious enterprises:—M. Domingo Badia, a Spaniard, sent by the Prince of Peace, caused himself to be circumcised, and assumed the name of Ali-Beik-Abdallah, that he might travel in greater security. M. Durand, celebrated by his work of Africa, has communicated to me the observation of an eclipse at Tangiers, and I have deduced from it the longitude. This mussulman is at present in unknown deserts, where, supported by his zeal, he braves want, sufferings, and dangers.

Since the longitude of B es and Manheim is known, it appears to me, that, by applying the measurements made in France, we might have the 15° of longitude, which there are under the 49th parallel to a six hundredth part, or 60 toises nearly for a degree; but we ought to obtain greater precision, and the chief of the state waits only for peace, to procure to the sciences this new benefit.

In the month of August Baron Von Zach established himself with Brug, on the mountain called the Brocken, at the height of 550 toises. He made signals with gunpowder from the top of a tower; they were seen at a distance of thirty-three leagues. The astronomers took different posts, and they were joined by Prussian Officers, who served an apprenticeship at Gotha. They were provided with sextants, artificial horizons, achromatic telescopes, and chronometers. They were able to take corresponding heights within half a second, and they observed, by their chronometers, the signals made by night and by day, at convenient moments. M. Von Zach kindled only half a pound of gunpowder each time. In the day the explosion and flame were seen at the distance of thirty-three leagues, by means of a small telescope which magnified only twenty times; in the night they were seen by the naked eye. The Duchess of Gotha, who is short-sighted, saw these fires in her garden, between nine and ten at night, without the assistance of a telescope; they appeared like lightning, though the distance is nearly twenty-three leagues in a straight line. The principal places which Baron Von Zach has determined, and where there are observers, are the towns of Magdebourg, Halberstadt, Quidlembourg, Bernburg, Coethen, Dessau, Cassel, Brunswick, Wotfenbuttel, Helmstadt, Wernigord, Ilsemburg, Naumberg, Leipsig, the mountains of Petersburg, near Halle, Weissenstein, the Meisner in Hesse, the Gleichen near Gottingen, and the Possen near Sonderhausen. Each place will be determined by at least thirty or forty observations. Thus the celestial arc of the parallel will be perfectly determined. He will repeat the same thing in another manner next year. Baron Von Zach expects that he shall be able to proceed gradually to Nimeguen, which is six degrees towards the west in the fifty-second parallel. No arc of longitude will ever have been measured with so much precision. The case will be the same with the meridian of the Brocken. There are already three hundred observations of latitude, with a multiplying circle of nineteen inches, made by Lenoir, to whom we are indebted for the largest and best instruments of this kind. He has just constructed one for Palermo, in Sicily, where M. Piazzi proposes to measure a degree; but artists of this kind are still too few at Paris. M. Jecker has made several reflecting circles and sextants for the Navy. Baron Von Zach, in his observations, has found a singular agreement: the results will appear in his journal. Thirty observations, made indiscriminately, gave him the same second as three hundred; he measured a base of a thousand toises to within an inch. Such extensive operations have never been conducted with so much exactness.

Messrs. Goldbach and Seyffert have determined six places of the electorate of Saxony, during an astronomical tour, undertaken for the

purpose of observing the signals by fire, which Baron Von Zach made on the Brocken. I shall mention only the two principal towns: Eisleben, 51° 32′ 30″ and 8′ 45″, in time to the west of the meridian of Dresden; Merseburg, 51° 21′ 33″ and 1′ 29″, to the west of the meridian of Leipzig. The last determination is exceedingly exact, having been verified by the result of a trigonometrical measurement, begun by M. Goldbach, and for which he had been collecting for several years the best instruments; namely, a toise made by Lenoir; a repeating circle made by the same artist; a sextant by Ramsden; a circle by Baumann; a steel chain of fifty feet, constructed like that made by Ramsden for General Ray's measurement; a clock by Syffert; and a travelling time-piece that beats half seconds. It is much to be regretted, that so zealous and able an amateur as M. Goldbach, can devote only a small part of his time to astronomy. The chronometer he employed in this journey, was made by M. Syffert.

The history of meteorology is every year connected with that of astronomy, but this year meteorology has furnished remarkable phenomena; the equinoctial winds have been little felt, and the autumnal rains were very weak.

The tide at the end of March ought to have been exceedingly strong, according to the theory of Laplace. Traulie, of Abbeville, paid attention to this object at that place, and sent curious observations to the Board of Longitude. M. Maignon observed the tides at Brest: precautions had been taken; and indeed if the west wind had been strong, we should have had inundations. We request from every quarter observations on the tides; and during my journeys to Cherbourg and Ostend, I had the pleasure this year of observing that scales of the tides are preparing. I received observations from M. Caron, a Lieutenant in the Navy at Ostend; and I have been a witness to his assiduity and correctness.

The thermometer this year was only once at 12° 30′ of cold, or 43° of my new thermometer. The heat was of as long continuance as it was extraordinary; the drought lasted three months and a half, yet the heat was only 29° 30′ or 37° of my new thermometer; while in 1753, 1765, and 1793, it was at 92°; but the duration of it occasioned one of the hottest summers we have had for a century. If I speak of my new thermometer, it is because the division I have adopted, which is more philosophical, more natural, simple, and more convenient, contains numbers easier to be retained: every body speaks of 30 and 40; and it happens, by a singular chance, that these numbers, 30 and 40, are those which express the moderate and scorching summers, the mild and severe winters, the degrees of heat and of cold. These numbers, hitherto decried, will be ennobled by becoming the key of the thermometric science. Our ablest artist for

this kind of instrument, M. Mossy, known by his excellent and accurate works, has undertaken to construct my thermometers, and flatters himself he shall be able to extend the use of them.

M. Thulis has sent us observations of the barometer, which give for the mean height at the borders of the sea, 28 inches, 2′ 8 lines, instead of 2′ 2 lines, which I found as the mean of several determinations. M. Burckhardt found them 2′ 2 lines to 2′ 8 *. There still remains an uncertainty of half a line, in regard to this fundamental determination of meteorology. It exists even at Paris; for the thermometers at the observatory indicate half a line more than that of M. Fleurier and mine, which were made with the greatest care.

The water of the Seine sunk lower than ever before observed. It has been seen lower than the Zero at Pont de la Tournelle, or the low water of 1719. In 1731, September 23d, it was 5½ inches; in 1742, between the 7th and 14th of September, 3 inches; in 1753, from September 28th to October 1st, 1 inch; in 1766, December 5th, 2 inches; in 1757, January 1st, 3½ inches; in 1778, September 8th, 4 inches; in 1800, August 8th, 6½ inches; and in 1803, from the 12th to the 15th of September, it fell to 10 inches, according to M. Fiot, inspector of the salubrity of the prefecturate. The year concluded with a very extraordinary phenomenon—the hurricane of December 28, unroofed houses, overturned chimneys, and tore up trees by the roots, in a manner never before known at Paris.

Mr. Wheatcroft, an Englishman, settled at Caen, has made many observations on the variation of the magnetic needle, and has sent us a memoir on the auroræ boreales. He has observed some of the most remarkable; the nucleus or focus of which seemed to be in that place of the heavens which corresponds with the magnetic pole: I gave the position of this pole in lat. 770° and long. 282° from the first meridian †. We have, therefore, a new reason for believing that the auroræ boreales is an electric phœnomenon, for it is well known that there is a great affinity between electricity and magnetism.

In regard to the position of the magnetic pole, as soon as peace takes place, we mean to propose that government should send observers, to verify on the spot this important and curious fact in natural philosophy; and the zeal which it shews for the sciences, gives us reason to hope that our request will be attended with success.

I shall conclude this history of meteorology with an account of a fire-ball which burst on the 26th of April, near l'Aigle. I class these fire-balls amongst shooting-stars, and I have enumerated thirty-six instances of them ‡. They have given rise this year to a great many

* Connoissance des Temps, an 13, p. 349. † Ibid.
‡ Connoissance des Temps, an 7, 1799.

dissertations. The noise of it was heard at Evreaux, Caen, and Havre. A great many stones, similar to those collected on other occasions of the same kind, fell at l'Aigle. They were analyzed by Vauquelin. M. Izarn has published a volume on this subject, under the title of *Lithologie* Atmospherique. Some consider them as formed in the atmosphere; others as coming from the moon in two days and a half; some ascribe them to volcanic eruptions, the focus of which is unknown; and others to small planets, the revolutions of which have by some obstacle been suspended.

After that which appeared, June 17, 1798, several stones, one of which weighed twenty-six pounds, were picked up at Villefranche, near Lyons *. Hitherto there have been nine instances of such stones falling from the heavens; they are all of the same nature, and have no resemblance to any of those known on the earth in mines, or near volcanoes. As for my part, when I consider that these stones are friable, and have an odour of sulphur; that the explosion is heard to the distance of thirty miles round; and that the rolling noise resembles that of musketry: it appears to me that all these circumstances, collected by M. Biot in his learned report, which has been printed, indicate their formation in the fire-ball, which is heard to detonate. Chemists are divided in regard to the possibility of this formation; but M. Cadet Gassicourt, son of our celebrated chemist, who has already distinguished himself in the same career, and who has published an excellent dictionary of chemistry, reasoned with me in this manner:—

"Hydrogen gas dissolves sulphur, charcoal, phosphorus, zinc, and iron; its gravity is not thereby sensibly increased; and it may rise, thus charged, to a considerable height."

May not hydrosulphurets, which assume the gaseous state, and which dissolve a great deal of earth, and metals, and volatile acids, carry with them silex and magnesia, or the elements of the latter, which is strongly suspected to be a compound body? There is nothing in the received theories which opposes this idea. If the constituent principles then of atmospheric stones, can be at the same time in solution in very light gases, when the hydrogen gas inflames they will be formed into stones; for the gas, by detonating, abandons the bodies it held in solution; the vacuum which it forms, draws towards the centre the moleculæ of the revived substances; they yield to the general attraction, and tend to unite: as they pass from the fluid to the solid state, they necessarily disengage enough of caloric to produce incandescence, and that vitrification which we see at their surface, but not enough to fuse them or oxidate them entirely.

Yesterday † the Institute received from the minister Chaptal, a stone of seven pounds weight, which fell on the 8th of October, near Apt,

* Journal de Physique Germinal, an 11. † November 21, 1803.

in Provence, under similar circumstances, and which resembles all the others of the same kind*.

Naval Reform.

THE FIFTH REPORT OF THE COMMISSIONERS

Appointed by an Act of the Forty-third Year of the Reign of his present Majesty, entitled, "An Act for appointing Commissioners to inquire and examine into any Irregularities, Frauds, or Abuses, which are or have been practised by persons employed in the several Naval Departments therein mentioned, and in the Business of Prize Agency, and to report such Observations as shall occur to them for preventing such Irregularities, Frauds, and Abuses, and for the better conducting and managing the Business of the said Departments, and of Prize Agency, in future."

SIXPENNY OFFICE.

THE original and principal duty of this department is to collect a considerable part of the revenue of Greenwich Hospital, arising from a deduction of sixpence per month from the wages of all Seamen employed in the Merchants' service; to which has been added, the collection of one moiety of the wages of men deserting from Ships in the African Trade, and other forfeitures and penalties; and also the receipt of the wages of men dying in the West India Trade.

Having pursued our inquiries into the various topics above enumerated, in the order in which the several duties have been successively imposed on the Office, we proceed, in the same manner, to relate the result, and offer such observations as have occurred in the course of our investigation; and to propose such alterations as may tend to encrease the revenue of Greenwich Hospital, and promote the interests of indigent individuals.

The deduction of sixpence per month from the wages of Seamen in the Merchant service was first established by an act, passed in the 7th and 8th of the reign of his Majesty King George the Third, for the better support of Greenwich Hospital.

In the following year it was further enacted, for the better levying and collecting the said duty, That all Masters or Commanders of Merchant Vessels should be examined, upon oath, as to the number, rates, salaries, wages, and times of service, of all and every person or persons belonging to or serving in such Vessels.

In the 10th year of the reign of her Majesty Queen Anne, the Right Honourable the Lords Commissioners of the Admiralty were empowered, by an act of the Legislature, to appoint a receiver, for the better collection of the said duty; such receiver or receivers to have power to depute the Officers of the Customs, or such

* See Moniteur, November 24.

other persons as they shall think fit, to collect the duty at the outports of Great Britain and Ireland; and the Officers of the Customs, if so appointed, are required to collect the same, with such allowance for their trouble as the Lords of the Admiralty shall judge reasonable.

By an act of the 2d year of the reign of his late Majesty, the collection of the duty was extended to the Islands of Jersey, Guernsey, Alderney, Sark, and Man, and to the colonies, islands, and dominions, in America; but the collection of this duty has not been extended to Gibraltar, or other places within the Mediterranean.

The former acts, requiring the duty to be paid within fourteen days from the Ships being cleared inwards at the Custom House, having been found ineffectual, it was enacted, That no Merchant's Ship should be cleared inwards at the Custom House until the Master, Commander, or Owner, should produce a certificate of his having paid the duty, under a penalty of twenty pounds upon the Master or Owner and Officers of the Customs respectively.

By virtue of the authority vested in the Lords Commissioners of the Admiralty, by the Statute of the 10th of Queen Anne, a permanent establishment was fixed for the collection of this duty about the year 1714, which has continued with very little variation to the present period*.

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* *An Account of the Sixpenny Receiver's Office for Greenwich Hospital, the 6th April, 1803.*

RANK of OFFICER.	His Name.	By whom appointed.	RECEIPT. Salary.	RECEIPT. Fees	Taxes.	Other Employments, Places, or Pensions, under Government.	Their Annual Value.
			per Annum £. s. d.				
Commissioner and Receiver	J. Rashleigh, Esq.	Admiralty	300 0 0 Coals, Candle, &c.	Vide the Deposition of C. Eve, Receiver's 1st Clerk, 4th April, 1803.	They are allowed to the Office by Admiralty Warrant.	Director of Greenwich Hospital.	10*s.* each on days of attendance.
Commissioner and Accountant	J. Cleveland, Esq.	Do.	200 0 0			Do.	Do.
Commissioner and Comptroller	J. Beverley, Esq.	Do.	100 0 0			Nil.	Nil.
Receiver's 1st Clerk	Charles Eve	By Receiver	82 10 0			Clerk for recommending Masters for Boys bound from the Hospital School at Greenwich.	Do.
Receiver's 2d Clerk	Cs. Stanbridge, jun.	By Do.	62 10 0			Do.	Do.
Accountant's Clerk	Cs. Stanbridge, sen.	By Accountant	72 10 0			Nil.	Do.
Comptroller's Clerk	William Sentence	By Comptroller	62 10 0			Do.	Do.
Custom House Clerk	John Daily	Admiralty	50 0 0			Do.	Do.
Plantation Clerk	Henry Richmond	Do.	£ 10 per Cent. on monies received from America.			Plantation Clerk at Custom House.	Do.
Messenger	William Carey	Do.	20 0 0			Nil.	Do.
Housekeeper	Ann Bryan	Do.	20 0 0			Do.	Do.
			970 0 0				

Joseph Trounsell, Secretary to the Commander in Chief at Newfoundland (or the Secretary for the time being) is allowed £. 7½ per cent. on the monies collected.

Charles Eve was appointed a Clerk in this Office 25th December, 1759.

Charles Stanbridge, sen. was appointed a Clerk in this Office, 30th September, 1796.

On entering into the investigation of this department, we issued precepts for such papers and accounts as we judged necessary to obtain a knowledge of the duties required of the several Officers, and also of the nature and extent of the receipt and expenditure of the Office.

We likewise issued our precept to the first Commissioner and Receiver, requiring his attendance, with which he was unable to comply, being confined by severe indisposition; and the other Commissioners residing at a considerable distance from London, we were obliged to have recourse to Mr. Charles Eve, first Clerk to the Receiver, and Mr. Charles Stanbridge, Clerk to the Accountant, for the information we wanted.

The present establishment consists of three Commissioners; the

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OBSERVATIONS.

ATTENDANCE { Hours of business—From nine to one o'clock; extra when the business requires it.
Holidays—Red letter days have been observed as holidays from the establishment of the Office.

DUTY - - - - General business of the Office.

This Office acts under the direction of the Admiralty Board, and is appointed, first, to receive the duty of sixpence per mensem, deducted out of the wages of Seamen employed in the Merchant service, granted for the support of the Royal Hospital at Greenwich.—2dly, To appoint Deputy Receivers at the out-ports of England, Scotland, and Ireland; as also at the several islands and dominions in America and the West Indies, for the purpose of collectiug the said duty, agreeably to several Acts of Parliament made in that behalf; vide 10th Queen Anne and 2d George II.—3dly, To examine the accounts of the said Receivers, which accounts are transmitted to this Office, with the balances due thereon, yearly, half yearly, and quarterly, according to the amount of their Respective receipts.—4thly, To receive all forfeitures payable to Greenwich Hospital.—5thly, To receive the amount of run men's wages employed in the African trade; and, by a late Act of Parliament, appointed to receive the wages of Seamen employed in the West India trade, who die on their voyage, for the use of their executors, &c. &c.—6thly, To keep an account of all money received under particular heads appointed for that purpose.—7thly, To pay the whole sum received into the hands of the Treasurer of Greenwich Hospital, which is done by eight payments in each year.—8thly, To deliver a general account for each year to the Board of Directors of Greenwich Hospital, after being sworn to before one of the Barons of his Majesty's Exchequer.—9thly, To attend the Directors in examining the accounts with the necessary vouchers, which, after being signed and allowed by them, is delivered to the Auditor, and by him presented to the Chancellor of the Exchequer for re-examination, who, in consequence thereof, grants the Receiver his quietus.

CHARLES EVE,
(for JOHN RASHLEIGH, Esq.)

first, in addition to his general duty as a Commissioner, is, by his appointment, directed to execute the office of Receiver of the Port of London; the second Commissioner has no particular duty assigned to him by his appointment, though in the records of the Office he is styled Accountant. No instructions for the guidance of either of these Officers in the collection of the sixpenny duty can be found in the Office; although, in an ancient warrant, general instructions are referred to, bearing date the 13th of January, 1714.

As we concluded these instructions must have originated with the Lords of the Admiralty, we applied for a copy thereof; but they reported to us, that, upon a strict examination of the books of that Office to a remote period, it did not appear that any general instructions had been given to those Officers for the regulation of their conduct.

The third Commissioner is appointed specifically Comptroller of the accounts of the Receiver, and, by his instructions, is required "to attend at all usual Office hours in the head Office in the Port of London, together with the Receiver, and to keep a constant account of all sums of money received by him there, making up the accounts with the several Masters of Vessels at the same time, and entering them in a fair book; and he is empowered to examine upon oath any Master or other person whatsoever, making payments of the said sixpence a month, touching the number and times of service of all and every person belonging to the Ships or Vessels, or any matter relating thereto.

" He is also to take an account of all bills remitted to the Receiver from the out-ports, and to inspect the accounts of the said Port Receivers, returned from time to time, from the Accountant, and to see that they do duly, and in time, remit the balance of their several accounts:—He is also to examine the Receiver's yearly accounts, when prepared by him to be laid before the Auditor, and, with the Accountant, to certify to the Auditor the charge upon the Receiver."

However painful it may be to us to censure the mode in which the business of this Office has been conducted, we hold it to be our duty not only to state the actual abuses which may be found to exist in any of the departments to which our inquiries are directed, but to point out the irregularities that may arise from a negligent superintendance, or a total dereliction of the duties required of principals; conceiving, that where the heads of an Office are generally negligent, there will seldom be found much diligence or attention in those acting under them.

It appears from the result of our examination, that the appointments of the Commissioners for the receipt of the sixpenny duty have

been considered little otherwise than as sinecures; that the duties of the Commissioners, particularly of the second and third, have been chiefly performed by Mr. Charles Eve*, first Clerk to the Receiver, and

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* *The Examination of Mr. Charles Eve; taken upon oath, the 25th March, 1803.*

How long have you been in the Sixpenny Office?—Forty-three years.

What is your present situation, and what are its duties?—My present situation is first Clerk to the Receiver. Its duties are, to receive the sixpence per month from Masters and Owners of Ships in the Merchants' service for the use of the Royal Hospital at Greenwich, as principal Deputy to the Receiver, and all remittances on account of the duty; to receive the wages of Seamen dying in the West India Trade, and to dispose thereof as directed by the Act of Parliament.

How are the sixpences paid by Seamen employed in the Merchants' service on account of Greenwich Hospital collected in the port of London?—They are paid by Masters and Owners of Ships, or their Agents, who deliver an account of the number of persons employed since the last payment, or receipt given, and the time they have been employed, upon which the Office calculates the amount of the duty, which is paid accordingly; and if the person receiving the duty has reason to doubt the truth of the account, the person presenting it is required to make affidavit to the truth thereof; but the oath is not otherwise administered. In the case of Transports or other Vessels employed in the service of Government, the sixpences are collected according to the number of men required by the charty-party to be on board, although the complement may not be complete. The sixpence per month, deducted from the wages of the Seamen belonging to the Ships in the regular employ of the East India Company, is paid by one of the Company's Clerks, according to an account generally transmitted from the East India House; and for the extra Ships, the payments are made in the same manner as for other Merchant Ships, on their return from the voyage.

What checque is there in the Office, by which you can call upon the Masters of Ships to pay the sixpences, who may not voluntarily come forward to that purpose?—An account from the Custom House of the Ships that enter inwards; and there is a penalty of twenty pounds for every Master of a Ship who may omit paying the duty within fourteen days after the Ship is cleared.

Do Ships in general pay the duty within fourteen days from their being cleared?—They do not in general but they pay before clearing outwards; a receipt from our Office for the duty being required at the Custom House before they are permitted to do so.

Have not Ships to your knowledge cleared outwards, and sailed without paying the duty?—Such instances have happened, but I do not recollect the instances. The tide surveyors of the port of London have a printed form of clearing note, which they ought to fill up, with the date of the payment of the Greenwich Hospital duty; and until the duty is paid, such clearing note should not be granted.

Has there been any instance of the penalty being enforced?—I know of none.

Who appoints the Collectors at the out ports and abroad?—The Commissioners of this Office; and they appoint General Receivers for Ireland and Scotland, at a

Mr. Charles Stanbridge, Clerk to the Accountant; and that, since the indisposition of the late Mr. Rashleigh the Receiver, who resided at the Office, the whole direction and management of it has been left to Mr. Eve.

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salary of fifty pounds per annum, who nominate the Deputy Receivers acting under their controul, which Deputy Receivers have the same allowance as the Collectors at the out-ports, twelve and a half per cent. upon the receipts, and the expenses of postage. The Collectors at the out-ports, and General Receivers, give security in double the estimated amount of their collections, and at the principal out-ports make their remittances quarterly, others half yearly; and when the receipt is small, yearly.

How is the duty collected abroad, and how often is it remitted?—By Collectors appointed the same as in Great Britain, who remit their accounts and balance in the same manner as at the out-ports.

What allowance is made for the collection abroad?—The same as at home, twelve and a half per cent. and the plantation Clerk at the Custom House has ten per cent. upon the net proceeds, which is paid into our Office, in consideration of his comparing the accounts received from the Collectors abroad with the Custom House accounts. The Receivers are generally Officers of the Customs, who cannot receive their salaries without producing a certificate from this Office of their having accounted for the duty. At Newfoundland the Governor appoints Deputy Receivers, who are allowed twelve and a half per cent.; and a General Receiver, commonly the Admiral's Secretary, who has seven and a half per cent. upon the net amount paid into the Office, for his trouble in collecting the accounts and remitting the money.

What money is usually retained in the Office at the time of making the eight periodical payments to Greenwich Hospital?—The payments are made one under another; the floating balance generally in the hands of the Receiver is from two to three thousand pounds.

How often does the Receiver pay into Greenwich Hospital the money received from the out-ports, Scotland, Ireland, and abroad?—The out-ports quarterly, viz. The collection for Lady-day quarter, 28th May; midsummer, 28th August; Michaelmas, 28th November; Christmas, 28th March of the succeeding year. The collection from the West Indies, America, and Newfoundland, annually; viz. 28th March of the succeeding year. Deposits and forfeitures for the port of London are paid at the same time. Deposits are made by Masters of Ships when they cannot produce the last receipt.

Why is not the growing produce of these receipts paid into the Treasury of the Hospital, at the eight usual periods of payment, with the duties collected in the port of London?—I can give no other reason, than that it has never been the practice to do so.

Where is the money lodged by the Receiver during its collection, and previous to the times of paying in?—It is lodged at his banker's.

Has there been any loss to the Hospital in consequence of the failure of Collectors at the out-ports, or General Receivers?—I believe not, but the Collector at Chichester is in arrear from, I believe, Michaelmas 1800; Mr. Wilson, who was deputed to collect the duties in that port until a person was regularly appointed, has likewise not transmitted his accounts or balance; but the present Collector is instructed to call upon them for that purpose.

The second Commissioner resides at Tapley in Devonshire, and having seldom attended at the Office, the performance of his duty has consequently been entirely entrusted to his Clerk.

How is the number of Seamen said to be employed in each year ascertained? —By ascertaining the gross proceeds of the duty, reducing it into shillings; and dividing by six (the proportion paid annually by each man), it gives a number, which, if employed the whole time, would pay to that amount.

CHARLES EVE.

Ewan Law.
John Ford.
Henry Nicholls.

The further Examination of Mr. Charles Eve; taken upon oath the 29th March, 1803.

In the account of the establishment of the Sixpenny Office, it is stated there are no established fees; are there any other fees received, and by whom?—Fees are only received by myself, as chief Clerk, from the Masters and Owners of Ships, Agents, and other persons transacting business with the Office, as follow; *viz.*

		£.	s.	d.
On the payment of the Sixpenny Duties from East India Ships, each Ship		1	1	0
For Ships employed in the African and West India trade, Greenland, and Southern Fisheries	from	0	2	6
	to	0	10	6
Proportionate to the size of the Ship.				
For Ships in the Baltic or Mediterranean trade	from	0	1	0
	to	0	2	0
Frequently no fee is paid or asked for.				
For certificates of the duty having been paid	from	0	2	6
	to	0	5	0
Ditto for Vessels in the employ of Government	from	0	2	6
	to	0	10	6
For appointments of Receivers	from	0	10	6
	to	2	2	0
For settling the accounts of the Newfoundland collection,	from	3	3	0
	to	5	5	0
On the payment of the wages to the representatives of deceased Seamen	from	0	2	6
	to	0	7	6
On the receipt for the discharge to the Owners or Masters of Ships for the amount of the wages due to deceased Seamen		0	2	6

The average annual amount of the above fees, for the four years I have held the situation of first Clerk to the Receiver, has been £.39[illegible], out of which I have paid the second, or Accountant's Clerk, about thirty pounds annually. The fees taken are not demanded, but given at the option of the parties; but they are reminded that there is a usual compliment.

What do you conceive to be the object of the parties in giving fees upon the payment of money?—For dispatch in transacting the business.

The appointment of the third Commissioner and Comptroller, which is now held by one of the Esquire Beadles of the University

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What use is made of the account of Ships entered inwards transmitted by the Custom House Clerk to the Sixpenny Office?—They are entered in a book kept for the purpose.

Are the sums paid by the different Ships entered in that book, or is there any notation made in it that they have been paid?—There is a column allotted for the purpose of inserting the day of payment, which is regularly filled up.

Are the Masters of each Ship, neglecting to pay the duty within the time limited by the act, summoned or called upon to pay it?—No; but if we find by the Custom House list of Ships cleared inwards that they have so cleared, they or the Owners of the Ships are then called upon to pay the duty.

Are not the Masters of Ships, and the Custom House Officers who may clear them, both liable to a penalty of £. 20, if a clearance is given before the duty is paid?—Both parties.

Are not the Ships in the port of London generally cleared inwards before the payment of the duty?—No, they are not.

Is not the payment of the duty frequently deferred beyond the period of entering outwards, when of necessity every Ship must have clearing bills before she can make such entry?—Yes, in some cases; the Tide Surveyors granting clearing bills before the Greenwich Hospital duty is paid, and certifying them to be paid when they have not been paid. I believe this matter is now under discussion by the Board of Customs.

What circumstances have induced the Commissioners of the Sixpenny Office not to enforce the penalties of £. 20 each upon the Tide Surveyors, for such very improper conduct?—The promise that they would never act so again.

Have the Commissioners of the Sixpenny Office ever summoned before them the Tide Surveyors to account for their acting so improperly?—Yes, they did about 15 or 20 years ago.

Have not the Tide Surveyors continued to clear Ships before they have paid the duty, since that period?—Yes, they have.

Why have not the penalties been inflicted?—The Clerks have frequently sent for the Tide Surveyors, but hitherto it has been ineffectual.

Where do the three Commissioners of the Sixpenny duty usually reside?—The Receiver, Mr. Rashleigh, in the Office; the Accountant, Mr. Cleveland, at Tapley near Bideford, Devon; the Comptroller, Mr. Beverley, at Cambridge, where he is Esquire Beadle.

How many times in the last year do you suppose all the Commissioners have met to do business at the Office?—All together, I do not believe once; Mr. Cleveland and Mr. Rashleigh about seven or eight times in the course of the last year; Mr. Beverley has been at the Office in that period about six times.

Is there any minute book of the proceeding of the Commissioners kept in the Office?—None now; but about the first establishment of the Office, there was a minute book kept, with a few entries in it, which is now in being; but no entries of the proceedings of the Board have been made since I have been in the Office (43 years).

Is there any business in the Office performed by the Commissioners different from what is now executed by you?—When Mr. Rashleigh was well, he, when in town, superintended the business; but since his illness the whole of it has been conducted by me.

at Cambridge, where he resides, has been made a perfect sinecure; and the important checque the Comptroller was intended to be upon the Receiver has been rendered void by his non-attendance.

How long has Mr. Rashleigh's state of health prevented his performing the duties of his office?—About twelve months. I act in his place by a power of attorney, and, in his absence, sign warrants of appointments to Deputy Receivers, and all other papers.

In the absence of the Commissioners, is there any person authorized to administer an oath to the truth of accounts rendered by Masters of Ships, or other persons?—It is not, I believe, expressed in any Act of Parliament; but it has been the practice of the Office for the first Clerk to administer oaths in the absence of the Receiver.

Are apprentices liable to the sixpenny duty?—They have always paid the duty.

Do Masters or Owners of Vessels, or their Agents, always present an account of the entries and discharges of men since the last payment of the duty?—Not always; but the account is made out by the chief Clerk from their verbal statement of the number of men, which, if doubted, I administer the oath.

Does not the Act direct that such account shall always be delivered upon oath?—The Act requires it, but it is not generally deemed necessary.

Can you point out any deficiencies in the Act of Parliament, which materially prevent the collection of the duty?—Nothing occurs to me, but the doubt of the Custom House Officers about the interpretation of the clearance of Vessels, whether they are cleared upon the discharge of the cargo, or on the delivery of the clearing bill by the Tide Surveyors.

Do Government Packets, Custom House and Excise Vessels, pay the sixpenny duty?—They do.

Does the East India Company pay the duty upon their armed Ships in the East Indies?—They do not; nor is there any Collector for the duty appointed in the East Indies.

Do Vessels going coastwise belonging to the port of London ever pay the duty at your Office?—They do not in general; but in the event of their being sold, the duty is paid at the Office to the day of sale.

Why do they not generally pay the duty at the Office in London?—It being thought proper to place them under the direction of the Receivers at the outports.

Is there not a loss of twelve and a half per cent. by the collection of such duties at the out-ports?—Certainly there is; but at some of the out-ports the sums received are so small, that it is with difficulty we can find proper persons to accept the appointment of Receivers.

It being the practice of the Receiver General, as first Commissioner, to pay to the Treasurer of Greenwich Hospital only two months' duty, when four months' receipts are in his hands, is there any circumstance to prevent its being paid up monthly, or at shorter periods, if it should be thought right?—I know of none.

CHARLES EVE.

Ewan Law.
John Ford.
Henry Nicholls.

The form even of the chequque, for which his Office was instituted, has not been kept up, the duties of his Clerk, as well as his own, having been performed, during the last twenty years, by the Clerks to

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The further Examination of Mr. Charles Eve; taken upon oath the 4th April, 1803.

Do you think from your long experience in the Office, and observation, that the whole amount of the sixpenny duty directed to be levied by the several Acts of Parliament are faithfully received, and carried to the account of Greenwich Hospital?—Yes, I conceive they are.

During the time you have been in the Office, has it ever been customary for one of the Commissioners to attend in the Office to superintend the payment of the duties?—Never.

Has any one of them ever signed a receipt for the duty?—The Receiver always signed the receipt till he was incapable. The receipts should likewise be signed by the Comptroller; but I have signed them for him, by his authority.

Has not the duty performed by the Comptroller and Accountant been confined to the signing the quarterly and annual accounts, when made out by the Clerks?—Not entirely; they have signed letters, deputations, and other papers, occasionally.

Are the instructions alluded to in the appointments of the Receiver and Accountant, or copies thereof, in the Office, or in the possession of the parties?—No.

Is there any authority in the Office for making the allowance of twelve and a half per cent. to the Receivers at the out-ports?—No such warrant is to be found in the books of the Office; but it has been the practice ever since the establishment.

Has there been any duty actually performed by the Comptroller's Clerk since 14th February 1782?—No; the Receiver's first Clerk and the Accountant's Clerk have done the duty of that branch.

Who received his salary?—It was divided between the two Clerks who performed the duty; my share was included in the statement I made of the amount of my emoluments.

Do you apprehend Mr. John Rashleigh, the Commissioner Receiver, is ever likely to be able to perform the duties of his situation?—I think not.

Why is the twelve per cent. commission on dead men's wages, received at the out-ports, deducted from the receipts of the sixpenny duty?—There was no other mode presented itself to the Office of charging the money, and the Hospital gets credit for the amount of such commission, at the expiration of three years, in the proceeds of the duty for the port of London.

Would it not be better, in order to keep the accounts of the Hospital and dead men's wages distinct, that the Collectors at the ports where the dead men's wages are received, should deduct their commission from the receipts of dead men's wages as it comes into their hands?—Yes, I conceive it would.

CHARLES EVE.

Ewan Law.
John Ford.
Henry Nicholls.

the Receiver and Accountant, subordinates to the very persons whose conduct he was appointed to control; and the salary allotted to the

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The further Examination of Mr. Charles Eve; taken upon oath the 26th July, 1803.

What are the duties allotted to each Commissioner of the Sixpenny Office?—The duty of the first Commissioner is to receive all monies arising from the sixpenny duty for the support of Greenwich Hospital, and all forfeitures. The duty of the second Commissioner, who is called Accountant, is to examine all the accounts transmitted to the Office from the Deputy Receivers, and to check the monies remitted to the Receiver against the sums collected at the out-ports, and to see that the balance is duly paid: it has likewise been a part of his duty to examine the receipts against the sums charged in the account, to see that they correspond. The duty of the third Commissioner is to keep duplicate accounts of all monies received by the Receiver, and to assist the Accountant in checquing the receipts of the out-ports, and to enter the reports of Ships entered and cleared inwards in the port of London in an alphabetical book.

Have any of the duties which you have stated been performed by the second Commissioner?—Yes.

State what duties he has performed, and how often you suppose he has attended for that purpose in the last year?—The duties he has performed have been the signing deputations, quarterly and annual accounts, and he has attended about seven or eight times within the last year.

Have not you, as first Clerk to the Receiver, alone signed many of the deputations of the Receivers at the out ports?—Not many, but some I have, owing to the absence of all the Commissioners; and the public service would have suffered if Receivers had not been appointed.

Have any of the duties which you have stated been performed by the third Commissioner?—He has signed the quarterly and annual accounts, but has given no regular personal attendance. The appointment has been always considered a sinecure.

Can you, from the duty you have stated to have been performed by the second Commissioner, consider his situation otherwise than a sinecure?—I cannot consider it in any other light than as a sinecure.

Have you not performed the greater part of the duties you have stated to be allotted to the three Commissioners, and signed most of the papers they ought to have signed?—I have certainly; but letters to the Admiralty, and the public accounts rendered to Greenwich Hospital, have been signed by the Commissioners.

How has the sum of £. 663. 10s. 8*d.* carried to the credit of Greenwich Hospital, in the Receiver's account for the year 1802, under the head of "Forfeitures," arisen?—Two pounds ten shillings have arisen from a moiety of the fines on account of unlawful fishing in the River Thames, and the remaining sum of £. 661. 0s. 8*d.* is the amount of the moiety of run men's wages in the African Trade, collected at the port of London.

By whom were the receipts for the salary of the Comptroller's Clerk, Mr. John Bryan, for £. 62. 1[illegible]s. in the year 1802, signed?—They were signed by me, for Mr. Bryan; but I think for the last year they were signed by Mr. Stanbridge, for Mr. Bryan.

Comptroller's Clerk has been received by them, although a nominal Clerk has been regularly borne on the establishment, and the salary charged in the accounts of the Receiver, as paid to him.

Did Mr. Bryan receive any part of such salary, or derive any benefit therefrom?—None.

Between whom, and in what proportion, was Mr. Bryan's salary divided?—I received the salary, and made Mr. Stanbridge an allowance from £. 25 to £. 30 per annum.

What duties were performed by yourself and Mr. Stanbridge, on account of receiving such salary?—The whole of the duty required to be done by the Comptroller's Clerk.

When, and under what authority, was Mr. Bryan's salary so appropriated?—About the year 1782, when Mr. John Bryan (senior) was in the situation I now am, his son was entered as Comptroller's Clerk, and the salary from that time has been appropriated, with the knowledge and consent of the Commissioners, in the same way as it has been since I have been chief Clerk, about four years; but in consequence of my former examination, I declined taking the salary, and the Receiver and Comptroller thereupon appointed Mr. William Sentance to be Comptroller's Clerk in April last, who now performs the duty in person.

Out of what particular head of receipt are the salaries and incidental expenses of the Sixpenny Office defrayed?—They have been deducted from the receipts of the out-ports, by desire of Mr. Thomas Hicks, who was Receiver about 1766.

Why is it not so stated in the Receiver's account rendered to Greenwich Hospital?—It has not been the practice to do so, and I believe Mr. Hicks ordered it to be deducted from the out-ports' receipt, to make the receipts of the port of London appear the greater.

What account does the Receiver of the sixpenny duty render to the Treasurer of Greenwich Hospital at the time of making the periodical payments?—No account is rendered; but a letter is written to the Secretary of the Hospital, informing him of the sum paid to the Treasurer, and how it has arisen, which is likewise stated in the receipt given by the Treasurer.

By whom are the accounts of the Sixpenny Office examined and audited?—The accounts are in the first instance examined by the Board of Directors, and by them referred to Lord Auckland, as Auditor of the Hospital.

Has the Receiver ever been called upon for an explanation of his accounts?—Not, I believe, since the year 1767.

Does the Receiver of the Sixpenny Office furnish Greenwich Hospital with the documents for his receipts as well as his disbursements?—No. The only checque upon the receipts is the certificate of the Accountant and Comptroller of the Sixpenny Office.

Has there been any instance within these five years, of a Master of a Merchant Vessel rendering an account of the entries and discharges of his Crew in the port of London, in the form given to the Deputy Receivers for their guidance, previous to the paying the sixpenny duty?—Many.

What Clerks have been actually employed in the Sixpenny Office in each year, for the last four years?—Myself as Receiver's first Clerk; Mr. Stanbridge, jun. as Receiver's second Clerk; and Mr. Stanbridge, senior, as Accountant's Clerk.

[*To be continued.*

DESCRIPTION OF PLATE CLXIV.

FOR a general description of the Cape of Good Hope, we must refer our readers to the Fifth Volume of our Chronicle *, which contains also a view of that important settlement, from a drawing made on the spot by a Naval Officer.

We have now the pleasure of presenting our readers with another View of the Cape, engraved by Medland, from a drawing by S. Daniell, Esq. already known to the public by his splendid work relating to the animals of Africa.—In the fore-ground a South Sea Whaler is introduced.

The whale-fishery is likely to become a thriving branch of commerce at the Cape. Mr. Barrow, in the First Volume of his Travels in Southern Africa, mentions it as follows:—

"During the winter season whales are very plentiful in all the bays of Southern Africa, and give to the fishermen a much easier opportunity of taking them than in the open sea. They are smaller and less valuable than those of the same kind in the northern seas, but sufficiently so to have engaged the attention of a Company lately established here for carrying on a fishery in Table Bay. They run in general from fifty to sixty feet in length, and produce from six to ten tons of oil each. The bone of such small fish is not very valuable. It is remarked, that all those which have yet been caught were females; and it is supposed that they resort to the bays as places of shelter to deposit their young."

CORRESPONDENCE.

French Account of the Capture of the Corvette, le CURIEUX.

MR. EDITOR, *Centaur, off Martinique, 10th Sept.* 1804.

THE enclosed are faithful translations of the French account of the capture of the Corvette, le Curieux, by four Boats of the Centaur, on the morning of the 4th of February last; the original letters, as printed and circulated at Martinique, being now on board the Centaur. It was an event that every Briton must contemplate with pleasure, and will reflect indelible honour on those employed in that gallant exploit. The French First Lieutenant and Captain are pretty fair in their statements, (considering it a *French one,*) except in our numbers, which they represent as 225, when in fact there were only seventy-two. (*Vide* the Gazette Letter from Commodore Hood, page 65.) This Vessel seems to have been a very great favourite, and indeed very deservedly so, of Admiral Villaret, and the inhabitants of Martinique, and was sent out from the careenage to under Fort Edward, within

* *Vide* page 417.

S. Daniell del.

T. Medland sculp.

Published Nov 30, 1804, by J Gold, 103, Shoe Lane

View of the Cape of Good Hope & a South Whaler.

musket shot, with such preparations as, the French Officers asserted, could defy any force that in such a position could be sent against them. Just before the war commenced she was sent to Commodore Hood, by the Captain General, when cruizing to windward of the island, with dispatches, and she sailed some hours in company with the Centaur, whose Lieutenants then seemed to cast a *longing eye* towards her, and wished for nothing more than an opportunity of trying their strength with her, although allowed to have been the best manned and disciplined Sloop in the French service. The lot fell to Lieutenant Reynolds, than whom there could not have been a more gallant Officer; he, by a fortunate chance, first volunteered it, (with Lieutenant Bettesworth and Mr. Tracey), and was in consequence promised the preference: the event has shewn how well he merited the confidence reposed in him by the Commodore: he was, with Richard Templeman, a Seaman, first on board. The enemy had her boarding nettings triced up in such manner that there was no possibility of getting in, but over the stern; fortunately the stern rope ladder was there, with two Boats made fast to it; but on the jaffrel were two large wall-pieces, primed and loaded to the muzzle with musket balls, as well as six swivels pointed in the same direction, so that *that* part you will say was well guarded. They hailed at a great distance, for the moon was just peeping over the clouds, and the alarm was instantly given; the sentries, of which there were six, besides the watch, fired their pieces, as well as some guns, at the Boats, which had no other effect but to encrease the ardour of our people, who could not but be fagged after a pull of more than twenty miles. By the time the Boats were alongside, all the Frenchmen were on deck, armed principally with pikes, and headed by their Officers; our party had nothing but cutlasses, except the twelve marines, who have their full share of merit; for by their cool and well directed fire in approaching the Vessel, the Frenchmen were kept continually dodging, which certainly greatly facilitated the boarding, which was done by the Barge up the rope ladder; and Lieutenant Reynolds on getting up, with a presence of mind that will be for ever creditable to him, cut one of the tricing lines of the netting with his sword, by which the corner of it fell, and enabled our people in the other three Boats on the quarter to get up with better advantage. The French Officers were the first that opposed, in a line, generally armed with their small swords, and they behaved with a bravery that did them honour: however, they were the greater part soon wounded, and thrown down the hatchway, and some retreated to the forecastle, where was a formidable line of pikes; but notwithstanding their superiority in weapons and numbers, they soon followed the fate of their companions in arms, down the hatches, and the Vessel

completely in our possession, was soon under weigh: the forts, Edward, and Point Negro, kept up a smart fire, but did no damage; our old friend at Point Salomon also gave us a salute in passing.

The Curieux was soon alongside the Centaur, and greeted with hearty cheers; the number of Officers and Men dangerously wounded were so numerous, and dying every hour, as induced Commodore Hood, with that humanity for which he is so conspicuous, to send her back instantly to Fort Royal as a flag of truce, to land the wounded, that they might have the attention and conveniences, which their situation demanded, and might be expected from their friends on shore; for which, I understand, he received the thanks of the Admiral Villaret Joyeuse.

An Officer of the French Artillery (who had been taken two nights before with a Corporal and two men, by Lieutenant Bettesworth and Mr. Tracey, with only two Midshipmen, eight Sailors, and eight Marines, by surrounding a house on the Island, after four hours' march, in one of the best armed quarters of Martinique, where the Officer and Artillerymen had arrived that evening from Fort Royal to superintend the building a battery against the Diamond Rock) was remaining on board the Centaur as prisoner, when the Boats left the Ship to attack the Curieux; he ridiculed the idea of such an attempt: but was not a little surprized and chagrined the next morning to see her alongside the Centaur; he, however, had the advantage of going to Fort Royal in her on his parole. A. B.

Report, made by the Enseign de Vaisseau, of the Corvette le Curieux, to the Captain General of Martinique.

(COPY.)

L'Enseign de Vaisseau Cheminant, to Admiral Villaret Joyeuse, Captain General of Martinique.

On board le Curieux, captured by the English, the 14th Pluviose, Year 12.

MY GENERAL,

THE only Officer remaining of those who commanded the Crew of the Curieux, I owe to you a faithful detail of the cruel tragedy which has delivered us up to the enemy. Without retrospect to the pain caused by my wounds, I hasten to give you the sorrowful report, praying you to believe that it is dictated with the utmost truth.

The 13th instant, before one o'clock in the morning, I was on deck, with a Midshipman and 20 men, according to orders given by Capt. Cordier; the weather was of the darkest, especially in the northern direction; sentries were placed abaft at the ladder and forward; our boarding nettings were triced up; we had hardly per-

ceived the English Boats, before they boarded by the stern and the main shrouds; we had only time to discharge two guns with grape shot, one swivel, and a wall-piece, when the enemy were on board, and forced us to have recourse to the sabre, pike, and musketry: assailed by numbers, and having let go a second anchor, we defended ourselves with courage, in making a most obstinate resistance, which you will perceive by the number of killed and wounded.

The assailants were to the number of 225, according to the report of the Commanding Officer after the action.

Obliged to retreat to the forecastle, and very much weakened by the crowd of wounded, the issue of the battle did not remain long uncertain, but the Corvette was not carried till after all the Officers and Midshipmen had been put *hors de combat*, with part of the Non-commissioned Officers. It is to be remarked, that out of seventy fighting men that we were on board, a great number were surprized in the profound sleep which is occasioned by great fatigue. The day before twenty Sailors had been employed in transporting capstans and embarking provisions, and sixteen others had been in the Boat sent as a flag of truce to the Diamond, and had been rowing the greatest part of the day.

Nevertheless, during the battle, all the Crew were on deck, headed by their Officers.

We have thirty wounded, and all with more than one scar. Of the Staff, one Midshipman alone remains unhurt.

The valorous Capt. Cordier is no more; I saw him thrown into the sea; his Second has had the happiness of revenging his death. The [illegible]glishman who tore him from us was precipitated in his turn *.

Joly, that brave Officer, is covered with five wounds, the least of which is a ball.

Clement is *ground*; independant of a cut of the sabre in the head, he was thrown in the tween decks, and his loins broke.

Bourgonniere, Midshipman of the first class, died twelve hours after the action, in agonies difficult to describe; he had eleven apparent wounds.

Drinot, Midshipman of the second class, has the thumb separated from the right hand, with three large wounds; he behaved like a hero, and supports with the same courage the pain he endures.

Siriaque, another Midshipman, has two sabre wounds on the head and arm.

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* We announce with pleasure, that Captain Cordier, thrown from the Vessel, fell senseless into one of the Boats which surrounded it, he was carried on shore by one of the Seamen who escaped after the affair: Captain Cordier is at Mr. Champins, Chief Surgeon of the Hospital: he is now in extreme pain.

The most mutilated of our Non-commissioned Officers are the Carpenter and the Gunner. The Sail-maker was thrown overboard, and twenty Sailors are on the biers, having each several wounds.

Shall I speak to you of myself? Alas! my General, I have paid my debt—remaining alone of all the Officers. I sustained with bravery the honour of the Corps; but the efforts that I made, ill answered my wishes; and the despair of having suffered the Corvette to be carried, adds to the sufferings caused by three wounds. If my name is tarnished, my conscience remains.

I shall not boast of having dispatched the Chief * of the expedition; for this I was closely watched on deck for three hours, by four men.—The only thing notorious, will be the capture of the Corvette, and possibly the shame of the Officers who belonged to her.

Judge us now, my General, but pity our misfortunes. It is on the bed of sorrow that I write this report.

My being kept on deck permitted me to remark the manœuvres of the enemy: after having cut the cables and made sail, they dispatched a part of their Boats with the wounded men, and some of their people, which I perceived to reach, at 4 o'clock in the morning, the third English Man of War at Cape Salomon.

I render justice to the English; they not only afforded the last military honours to the Midshipman Bourgonniere, but they afforded the most particular assistance to the wounded, and not the value of a handkerchief was taken from the Crew.

This is, General, the detail of our disaster, and believe it is with the utmost grief I state it to you.—Believe the truth it contains; it will be at least a comfort to us, and in particular to,

My General,

Your very humble Servant,

(Signed) CHEMINANT.

True Copy.

(Signed) VILLARET,

Captain-General.

Deposition, relative to the cutting out of the Brig le Curieux, commanded by the Captain of Frégate, Cordier, on the night of the 14th Pluviose, eleventh year, by some English Boats.

To the Admiral Villaret Joyeuse, Captain-General of Martinique and its Dependencies.

GENERAL,

This day, the 14th Pluviose, year 12 of the Republic, the Brig the Curieux anchored in the Bay between Pigeon Island and Fort France,

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* Reynolds now, thank God, lives, and commands the Curieux.

in 15 fathoms water, victualled for three months, (which had been complete the day before,) her Crew consisting of 70 men, all included, the larboard anchor down, the starboard one ready for letting go, every thing arranged to prevent surprize—twenty men, one Officer, and one Midshipman, having the watch on deck—the main-deck guns loaded with grape, swivels and wall-pieces the same; muskets, sabres, pistols, tom-a-hawks and pikes spread on the quarter-deck and in the arm chests, the cartouch boxes filled, two Sentries abaft, one at each ladder, one at each bow, the boarding nettings triced up, and "all's well" every quarter of an hour.

I went to bed the 13th, at half past eleven o'clock at night, leaving on the watch the Ensign Cheminant, my second, the Midshipman Siriaque, with twenty men, which was the number ordered for each watch. At a quarter before one I heard my second call me, "Captain, aloft! the enemy is in view!" I jumped on deck, carrying only my great coat to cover me, and I ordered each man to go to his quarters for boarding; the bell had been already rung, and two of the starboard guns fired with grape on the enemy, as also a swivel and wall-piece; the people flew to their arms; but the enemy, from the obscurity of the night, and from the short distance at which it was possible to see them, were immediately on board. They first boarded abaft; we directed our force thither; but soon assailed on all sides, we were obliged to make a retrogade movement: having joined Lieutenant Cheminant and the Ensign Joly, I gave orders to encourage the Crew; but whilst the Officers, Midshipmen, Non-commissioned Officers, and part of the Crew, gave a great example of courage, in struggling against so superior a force; another part, seized with fear and terror, woke in their shirts, far from imitating their conduct, and deaf to the voice of their chiefs and their duty, retreated. A second anchor was let go on the starboard bow.

We were now boarded on all sides; the netting cut, the enemy in possession of the quarter-deck, our people united on the gangways, piking, cutting, and beating the enemy with vigour—losing the hope of rallying the fugitives, I joined the Officers, Midshipmen, and brave men who fought with them, and redoubling our courage, we rushed forward and kept them at bay some time; but the enemy increasing in number, and surrounding us, we were obliged to fall back abreast of the foremast: already the intrepid Joly had received near me a ball in his body, which threw him down; one wound did not suffice; immediately on his legs, he endeavoured, without success, to recall the fugitives—they were however so much under the dominion of fear, they heard nothing, they ran and hid themselves.

The Ensigns, Cheminant and Clement, with several Midshipmen and Non-commissioned Officers, although wounded, still gave me their assistance. Too much confined in the small place we occupied to act with advantage, and much bruized with the blows we got from the fore-rigging, I ordered several Sailors to follow me to the larboard side, leaving the starboard one under the direction of my Lieutenant. My intention in passing to larboard was to take the enemy in the rear, and to hinder their taking possession of the forecastle, where they were endeavouring to get to cut the cables.

But in endeavouring to execute this movement I was surrounded by the enemy, who knocked us down with the butt end of their muskets and with handspikes: I fell under their blows, taken up and thrown overboard; the fluke of the anchor received me, from whence I fell into the harbour Boat, which was alongside full of water casks; I remained in her, I believe, half an hour senseless, and when I recovered, the Brig was under sail, and the Boat adrift a little way from her: a Sailor who was in her pulled to get away, and I found myself by this fatal event out of my Vessel without having found an honourable death in defending her.

What has become, alas! in such a massacre, of my brave companions in arms?—I pity their lot; why am I not with them! they have been perhaps victims of their courage; too brave to give up with one wound, they have suffered themselves to be mangled—Indignation was painted in all their steps, not having been able to rally the cowards—Why have I not, like them, become a victim on board the Vessel which was entrusted to me—I should not in that case be to day the object of public censure, which, always severe, judges only by appearances.

General, to paint to you the bravery of the Non-commissioned Officers, Soldiers, and Sailors, who fought under my eyes, and defended the honour of the French Flag, would only be calling to your recollection the spirit of the Seaman devoted to his duty—I saw them fight hand to hand, and make useless efforts to overthrow the enemy—at the voice of their Chief they redoubled their courage; in a word, they have fulfilled the task imposed on them—they did not calculate their numbers; worthy supporters of the French name! numbers did not intimidate them.

I cannot pass over in silence the Officers and Midshipmen—obliged to give example—they evinced more prudence and courage than could possibly be expected in a moment of carnage, where you must command and fight at the same time. I saw them all grievously wounded, not considering their wounds; one was not enough for such brave Officers. Why were they not supported by all the Crew! But, my General, what could be expected under such circumstances—men harassed with

fatigue, by the hard work of the preceding day, and turned up in their shirts—You know that a part of the Crew went in the morning in an 18-oared Boat, that you sent as a flag of truce on board the Centaur, which only returned at ten o'clock at night; that others were employed transporting from the road into the careenage, capstans belonging to Government; that others were sent in a Gabarre to the Reviere Madame for water, a very hard and fatiguing service, and the remainder of the Crew had worked on shore to complete our victualling. If this great deduction of our force had not existed; if, on the other hand, the night had not been so dark, and we could have perceived the enemy at a greater distance, with the precautions taken, and the courage shewn by the forty men who defended themselves so bravely, and who would have been followed by the others, if they had had time to know each other, the carnage would have lasted longer, and our loss have been less certain.

I assure you, General, that the reduction of the Brig Curieux was entirely owing to the darkness of the night, which prevented us seeing the enemy's Boats until they were nearly alongside; and if I had had time to cheer up the faint hearted, the event has fully proved that she would not have been cut out, or at least that the carnage would have been greater, and the resistance longer; as with forty men we defended ourselves for an hour and a half against at least 200 English.—Where is the military man, that is ignorant, that a man who is awakened in his shirt, and who is immediately attacked, gives himself up for lost, when on a common occasion he would not be even intimidated.

I do not know the number of the killed and wounded, but I am sure they are to an extent, that will preserve the men who defended their flag from the imputation of cowardice; and notwithstanding the blame which ought to follow the cutting out of a Vessel of War, the Captain protests that he has done his duty, as also the Officers, Midshipmen, and part of the Crew, and that the enemy is indebted only to his great superiority and the darkness of the night.

This is, Citizen Captain-General, the faithful detail of the horrid event: as they continued fighting when I was thrown overboard and fell in the Boat, the Officer who remains will transmit you the account of what followed in this massacre.

I know, General, that the consequences of this event ought to fall upon me; and although mutilated, having received several musket and handspike blows on my breast, my legs and arms, and several sabre and pike wounds in the body, (none of which are dangerous,) that suspicion will hang over my head; but I shall wait with resignation for the report which shall be made to you by the Officers and Midshipmen who have not fallen victims. I am assured that they will tell you, that

I was worthy to be their Chief, and that I did every thing depending on me to save to the republic the Vessel confided to my care, and that I should have died at my post had I not been torn away from it by absolute force.

I shall wait with patience the judgment of my superiors, who are to restore or condemn me.

At the Estate Champin, near Fort de France,
the 14th Pluviose.

We, the Officers, Midshipmen, and Non-commissioned Officers and Surgeon of the said Brig, having returned to Fort de France the 17th, and having seen a deposition drawn up by the said Captain, have found nothing therein which is not exact truth; and all, however wounded, enjoying our judgment and senses, having read it, protest to the truth of the events, that Capt. Cordier, whom we all thought dead, has escaped, and that this fortunate circumstance presents to the Republic a zealous defender, that while he was on board, he was every where giving the most precise orders and encouraging the people, and that his being thrown overboard was from the ability the enemy must have perceived in his command. We affirm besides, that he was worthy to command the brave men who suffered themselves to be cut up for the honour of the flag: for these reasons we sign with him the present deposition.

Cheminant, de Clement, Joly, Duclos Guyet, Th. Siriaque, Drenot, Dupart, le Conte, le Boj, Lemactret, Bonet.

True Copy.

(Signed) VILLARET,
Captain-General, &c.

Fort de France,
the 19th Pluviose, year 12.

NAVAL LITERATURE.

A Voyage of Discovery to the North Pacific Ocean. By William Robert Broughton. 4to. pp. 394. 1804.

[Concluded from page 44.]

IT will be recollected by our readers, that Captain (then Lieutenant) Broughton, the author of the work before us, sailed with Captain Vancouver, on his voyage of discovery, as Commander of the Chatham Tender, in 1791; and that he was sent home from Nootka with dispatches, by Captain Vancouver. In October 1793, he was appointed to the Providence, a Ship which had been commanded by Captain Bligh, and which had lately returned from the West Indies,

after having conveyed the bread-fruit there from Otaheite. The Providence was completely equipped for the purpose of sailing on a voyage of discoveries; but Captain Broughton did not ultimately sail on his mission till February 1795. His orders were secret, with an additional one to put himself under the command of Captain Drury, of his Majesty's Ship Trusty, and to proceed to sea with his convoy, then bound for the Mediterranean. Captain Broughton proceeded by Teneriffe and Rio Janeiro; on the 19th of June made Gough's Island; and, on the 18th of August, anchored in Port Stephens, where our voyagers remained a week. Here they found, residing with the natives, four Englishmen, who had deserted in a Boat from Port Jackson five years before. Being assured of good treatment, they were with much difficulty prevailed on to come on board. Some of them were married, but they left their wives and children with little regret. On the 27th of August, the Providence reached Port Jackson, where she remained till the 13th of October. Thence she directed her course to the north of New Zealand, touched at Otaheite, and, on the 1st of January 1796, reached the Sandwich Islands. Here Captain Broughton learned, from an American Vessel, that Captain Vancouver, with the Discovery and Chatham, had sailed for England. At Owyhee, Captain Broughton obtained ample supplies of hogs, which were sent off from Ta-maah-maah, by the influence which John Young, a British Seaman, who had been resident in the island for six years, had over that Chief. The cattle which had been left on the island by Captain Vancouver had bred, and were in excellent order; the goats had multiplied prodigiously. Captain Broughton added a male and female to their number, leaving also some geese, ducks, and pigeons. It is the opinion of Captain Broughton, that any Vessel may now touch at Owyhee in safety, and be amply supplied with refreshments. On the 22d of February, the Providence sailed for Nootka Sound. On the 25th, says Captain Broughton,

"We altered our course to the west, intending to search for an island called Donna Maria Lajara, said to be discovered by a Spanish Ship, the Hercules, in 1781; and laid down in Arrowsmith's charts, from the authority of Mr. Dalrymple. The centre of it is situated in 28° 30′ N., and in long. 202° 30′ E. By the chart it is of considerable extent, in a north and south direction. The afternoon sights for the watch made our longitude at noon 204° 1′ 30″ E.; and we could see half a degree to the east. There was a large swell in that direction, but no indication that could induce us to suppose there was land in that quarter. Captain Cook's track, on his return to the Sandwich Islands, was in 206° E.

"We had now run and seen 5° of long. nearly from 200° east to

near 205° east, in the parallel of 28° 30′ N.: the situation of this island must therefore be to the east or west of the above longitude; most probably to the east of 206° E., as Captain Cook passed the parallel in the long. of 209° 15′ E., and many other navigators to the westward of that longitude. I therefore did not think it necessary to cross their tracks, but altered our course to north with a fine breeze at E.S.E."

On the 17th of March, the Providence anchored in Nootka Sound, which the Spaniards had then evacuated. The Ship requiring much repair, she was here hove down, and did not quit the Sound till May. Captain Broughton then proceeded along the north-west coast of America, and stopped in the bay of Monterry.

"It was now necessary," says our author, "I should come to some determination respecting my future proceedings. My orders from the Admiralty were, that I should survey the southern coast of the south-west part of South America, upon the idea that Captain Vancouver, who had similar orders, would not be able to fulfil them. But as I now had certain intelligence, that he had left this port eighteen months before, and that both the Ships, Discovery and Chatham, under his command, were in a good condition, I had not the smallest doubt of his ability to comply with his instructions; particularly as I had information of his sailing from Val Paraiso, in lat. 30° S. for that purpose. As this was the case, my proceedings in future depended upon my own discretion; and I wished to employ his Majesty's Sloop, under my command, in such a manner as might be deemed most eligible for the improvement of geography and navigation. I therefore demanded of the Officers their sentiments in writing, respecting the manner in which these discretionary powers allowed to me might most effectually be employed. The result of their opinions, I was happy to find, coincided with my own, which was, to survey the coast of Asia, commencing at the island of Sakhalin, situated in 50° N. lat. in the southern part of the sea off Ochotz, and ending at the Nanking River, in 30° N. lat. My intention was also to complete the survey of the adjacent islands, viz. the Kuriles, and those of Jeso and Japan, left unfinished in Captain Cook's last voyage. I thought such a survey would be very acceptable to geographers; for the limits of both the continents of Asia and America would then be known as far as navigation was practicable, and a knowledge of the Northern Pacific Ocean would be completed. Another reason for my undertaking this voyage was, that as yet the astronomer had met with no opportunity of complying with his instructions from the Board of Longitude, in making observations and ascertaining unknown places, our line of navigation having hitherto led us to follow the track of Captain Van-

couver. In any other part of the Northern Pacific Ocean there appeared little to be done, except that of settling the position of a few islands in themselves of little consequence; but a survey of the coast of Asia and the adjacent islands, promised to be of more service to the science of geography than that of any islands left unexplored in these seas. As this survey could not probably be completed before the middle of the year 1798, I proposed spending my time in that pursuit till Christmas, then to go to Canton for stores and provision, and to continue the survey early in the year."

Captain Broughton accordingly steered for the Sandwich Islands, and thence sailed across the Northern Pacific Ocean, to the Japanese and Kurile Islands, which he continued surveying during the months of September, October, and November; and, in December, he arrived at China. In July, however, at the Island of Onehow, the Boat's Crew being on shore to barter for provisions, an unprovoked murder of two of the Marines, by the Natives, took place. The cause of this barbarous act was not ascertained.

At China Captain Broughton purchased a very fine Schooner, of between 80 and 90 tons; and, in April, 1797, as soon as the monsoon permitted, he sailed to prosecute his voyage, with fifteen months' provision on board of both the Vessels. In May, however, a dreadful and unexpected accident happened, which had nearly terminated their farther progress: we mean the loss of the Providence, which struck upon a reef of rocks, off some islands distinguished in the charts by the name of Typinsan, about a hundred leagues from the east part of Formosa. The following account of this misfortune, commencing with May 16, is given by Captain Broughton:—

"Light airs and favourable weather. At 5 h. the Boat returned, and we stood to the north-westward with a fresh breeze. At 7½, the extremes at Patchusan bore from east to S. 20° E. and Rocho-o-ko-ko S. 10° W. to S. 42° W.

"12½. Moderate weather; wore Ship.

"17½. At day-light the north extreme of Patchusan bore S. 65° E. and at noon it bore S. 14° W. six leagues. The Peaked Hill, S. 30° W., and we saw no other land. The Carpenters employed hooping the fishes on the foremast; and the Seamen woolding the mast; which enabled us to carry the foresail reefed, and the fore-top-sail close reefed.

"(17th.) We steered east with the intention of examining the north side of the islands we had passed to the south last year; and the Schooner's signal was made to steer E. by S. At two P.M. we just discovered a small sandy island from the deck, bearing S. 15° E. five leagues. At 3 h. we saw another island bearing east, and we hauled

E.N.E.; and at 4 h. the Schooner's signal was made to haul her wind upon the larboard tack. At ½ past 5 we hauled our wind, and shortened sail for the Schooner to come up with us. At 7 P.M. an hummock making like an island, beyond the extreme of the other island, bore S. 60° E.; and the extreme point of land seen bearing east, now bore S. 10° W. about five leagues. At this time the Mate of the watch from the mast-head reported there was no land to be seen to the east or north of the Humonock Islands, nor in any other direction; neither was there the smallest danger in view from the appearance of the coast to the S.E. on our lee-beam. I therefore stood on, meaning to tack at 8 hours, and ply to the windward till day-light. The moon we expected to rise at midnight, and the Schooner was not yet up in her station. The Ship lay N.E. ½ N. going 4½ knots, with her main tack on board. Immediately after taking the bearings, I left the deck to protract our situation; which I found to be on the north side of the island we had passed on the 3d of December last year (called by the natives Typinsan), and which blowing weather prevented our having any communication with.

" About half past seven white water was seen a-head and upon each bow, and reported to the Officer of the watch (Lieut. Vashon); and almost directly after the Ship struck upon a reef of coral rocks. Having felt the shock, which was not yet violent, I instantly went upon deck, and by the way met Mr. Vashon coming to acquaint me of the disaster. The Officers and men were upon deck in a moment, and the sails instantly braced a-back. It appeared to me that the helm was a-weather, and the Ship's head about E.N.E., sails all full. Had the helm been put a-lee on seeing the danger, I think we should have escaped it.

" The proper signals were made to the Schooner, and the Master sent to anchor her as near as possible, to heave by her. The Ship soon after paid off, with her head to the eastward; and we hauled up the main-sail, shivering the other sails, to let her go round without acquiring head way: before she paid off to the southward, she again struck fore and aft, and remained fixed at last with her head due south. Breakers were then upon each bow, and we had from five to fifteen fathoms in the starboard chains, and only 2½ fathoms at times both a-head and a-stern. Having choaked the rudder, the top-masts were struck, and we began hoisting the Boats out, the lower yards having been kept for that purpose. At this time the Ship did not strike violently, and only made 19 inches water. Unfortunately the wind freshened from the N.N.W., and the sea began to break with great force, which soon knocked the rudder off: we secured it with hawsers. It was now nine o'clock, and we only waited the Schooner's anchoring, to

attempt heaving off, and in the mean time began hoisting out the long-boat; during which period the Ship made water very fast; and the violent shocks she received, rendered it doubtful whether the masts would stand. The water increased so much upon the pumps, that before the long-boat was out we had seven feet water in the hold. At this time the Schooner had anchored near us in 25 fathoms, and the Master returned on board, when the Ship suddenly changed her position, swinging round from south to north by the east, and striking more violently than ever. Before we could carry our hawsers to the Schooner, the Carpenter reported the water up to the orlop-deck, and the Ship having bilged forward; we therefore gave up the idea of attempting to heave off, for had we succeeded, the Ship must inevitably have foundered. The spare pumps were down the fore hatchway, but the water still increasing upon the gun-deck, rendered all our exertions useless. The Officers were unanimous with me in opinion, that nothing could be done to save the Ship; and to cut away the masts would have no effect upon her, as she was settling fast forward, from her being bilged, as we imagined, in her larboard bow. It now became highly necessary to preserve the people, and the Boats were ordered ready for their reception; while they were employed trying to collect arms and ammunition, with armourers' and carpenters' tools: But the Ship lying nearly on her beam ends, and the gun-deck being full of water from the washing of the bulk heads to and fro, chests &c., prevented their saving many. On one side of the Ship we had only six feet water, and on the other $3\frac{1}{2}$ fathoms. The fore part of her was immersed in the sea, and the surf breaking over the upper deck. As nothing more could be procured for the present, the Ship's Crew were sent into the Boats, which was happily effected without any accident; and soon after eleven o'clock they reached the Schooner in safety, but with the loss, both Officers and Men, of every thing belonging to them. The Pinnace returned for myself and the remaining Officers; and at half an hour after midnight we quitted the Providence, leaving her a perfect wreck to the mercy of the sea.

"The moon rose at about 12 h., and the wind increased; but having both anchors down in foul ground, we thought it prudent to take one of them up. At 4 A.M. we parted the other cable; and fortunately testing the right way, we made sail, and most happily escaped another shipwreck, which must have proved fatal to many of us. We were now doubly thankful in our present situation, miserable as our prospects were: but by comparison of what our fate had nearly been, we had every reason to be contented with our lot, and to rejoice in our preservation."

The groupe of islands, off which the Providence was lost, consists of seventeen. They are of different sizes, and many of them very small and uninhabited. They extend from 24° 10′ north, to 24° 52′ 30″ N. latitude, and from 123° 2′ east, to 125° 37′ east longitude. The inhabitants distinguish them by the name of Madjicosemah; they are tributary to Great Lieuchieux, or the Liquieux Islands.

The natives of Typinsan behaved with the most distinguished humanity and kindness to Captain Broughton and his Crew, who, after having been liberally supplied with water and all kinds of refreshments, returned to China, where they arrived safe in the Schooner, on the 4th of June. The Crew of the Providence, with the exception of thirty-five Officers and Men, whom Captain Broughton retained with him in the Schooner, were here distributed on board the Swift Sloop of War, and different East India Ships, for the purpose of taking their passage to England. The Swift was afterwards lost, and the whole of her Crew perished.

Captain Broughton, being determined to pursue and finish the survey which he had begun, sailed again, on the 17th of the same month (June), with five months' provisions, on board the Schooner. Having accomplished his purpose, at least in its principal points, Captain Broughton returned to China in the month of November. He concludes the volume with the following passage:—

"I think it unnecessary to expatiate any more on the detail of our voyage, as it was continued through the Straits of Malacca, and from Madras to Trincomalé; a track of sea well known to the navigator: thence I took the accustomed passage to England, where I arrived in February, 1799, after an absence of four years; and shall consider my exertions as amply rewarded, if this journal, in the opinion of the scientific and geographical part of the world, (however it may furnish little amusement to the general reader,) is considered as adding to the stock of nautical information, and communicating a more extensive knowledge of the globe."

Before we conclude, it is just requisite to observe, that Captain Broughton was tried by a Court Martial at Trincomalé, for the loss of the Providence, and honourably acquitted.

We now detain our readers no longer than while we present them with our author's remarks on the Japanese and Corean Vessels:—

"The Japanese Junks we had the opportunity of observing, were from three hundred to thirty tons burthen, and, without the smallest variation, of the same construction. They have only one mast, with a square sail of cotton; and notwithstanding they at times weathered upon the Schooner, we generally sailed much faster. They were unable to tack, but always wore in a very short time.

"They made use of iron creepers for anchors, and their rudders were of the same construction as the Chinese: and when at anchor hove up by a purchase.

"The butt ends and stern were covered with copper to preserve them: and the opening in their stern is something similar to a square tacked Vessel; only the sides are carried aft, projecting beyond it some distance.

"The hold was entirely open; and they made use of tanks or cisterns for carrying water. The mast was composed of several pieces of fir, rudely made, and strongly hooped together. The floor, timbers, beams, and main-piece of the rudder, were of oak; the rest, of pine.

"We never saw any that were painted.

"The Corean Junks were of a large size, with only one mast; but we did not see any under sail. Their Boats in the Archipelago of T'Chosan-go were more similar to the Chinese, and particularly in their mode of navigating them. They also made use of wooden anchors, which the Japanese do not. Their Boats have two masts and matted sails, but not extended cross-ways, with bamboos, like the Chinese. In the centre of the Vessel they have a fire-place, built up with clay in a square form. They always keep some fire in it, for the conveniency of smoking.

"They made use of no covering like the Chinese tilts, but covered themselves up with coarse dried grass cloaks.

"The Boats were built of fir, the skulls were either oak or ash, and they appeared to manage them with great dexterity. Some of them would carry from 50 to 60 people, and they sailed very fast."

The Trial of James Whiting, John Parsons, and William Congreve, for a Libel against the Hon. G. C. Berkeley, Rear-Admiral of the Red, &c.

[Concluded from page 227.]

NO witnesses were called on the part of the defendants, but Mr. Dallas addressed the Jury in their behalf; after which the Lord Chief Baron Macdonald delivered himself in the following words *:—

Gentlemen of the Jury,

You have witnessed a great deal of ingenuity and animation upon this occasion; but you are now to exercise with composure of mind and

* We have been induced to present the summing up of the Lord Chief Baron entire; as it gives the substance of all the evidence which was adduced; as it comprises the entire libel on which the action was founded: and as, on the whole, it is so highly honourable to the character of the plaintiff.

deliberation, that duty which the law imposes upon you; to consider, if you are of opinion that the plaintiff is entitled to any verdict, what his reparation in damages ought to be. I say with composure and deliberation, for this reason, that it will be an infinitely greater satisfaction to the plaintiff in this case, if he is entitled to recover at all, to receive it from a cool and dispassionate judgment, than from a hasty and inconsiderate verdict. It will be in the former case a much better reparation to him, because he will then have to say, that twelve disinterested men have sat in judgment upon his character; and have pronounced upon it in such a manner, as must give him satisfaction, and give satisfaction to all the world.

Gentlemen, before we enter into the evidence itself, I will dispose of two or three observations, which have been made to you. In the first place it is said, that these three persons are not the authors—no—but if there were no publishers of this sort of slanderous matters, there would be few or no authors. They are publishers of what? Of an anonymous paper; a thing which ought to call for their attention particularly. They are the publishers of a paper, that be its author who it may, he is conscious he is doing that for which he ought to make a considerable reparation in damages—and he is a *shy-cock himself*—for he does not mention names. It is true he puts on, by the stile he adopts, an affectation of being a person in vulgar life; and he writes this libel, part of the atrocity of which, I think, consists in his assuming the character of one of those low persons in the Navy, whose minds may be contaminated with respect to a superior Officer.

It is said, that Admiral Berkeley's Character turns out this day to be such, that he can sustain no injury whatever from a libel of this sort. That is to say, then, that none but knaves can be libelled, and that honourable men cannot; a monstrous doctrine! In proportion to his rank in the service, to be sure, he must feel to the very quick such imputations as these which are cast upon him; and the pain of mind which such an imputation will give to an Officer, you will be, by and by, to estimate.

The two points for your consideration are, first of all, whether Admiral Berkeley is right in the supposition that he is the person that is libelled? In the statement that has been made, it has been truly said, that you are to take the words in the same sense that other persons would understand them in; and the name of the person is avoided; and the name of the Ship is avoided; but there is enough coupled with what you have heard in evidence, for you to judge whether Admiral Berkeley must not be the person meant.

In the first place, the libel upon the face of it states, that it is an Officer who was engaged in the Fleet on the first of June, 1794. It

is still more narrowed, because it is a Captain who was succeeded in the command on that day by his First Lieutenant. The words of the libel are, "*It was a glorious summer's day, Sir, and, if I remember right, it was the first of June,* 1794." That therefore must allude to a Captain in the service of that day. "*But then, as some folks say, that was all the Lieutenant's doings, and so he was made a Captain for it.*" Then, gentlemen, it must have been a Captain who was succeeded in the command on that day by a Lieutenant, who was himself afterwards made a Captain, for his conduct in supplying Captain Berkeley's place upon that day.

Then, gentlemen, it applies further to a Captain, who, after that service, had come home with a fit of the gout; which fit of the gout, when I come to read the words to you, by and by, your common sense and understanding must tell you, was a pretended fit of the gout, in order to come home from the Black Rocks. "*And as you know, Sir, that a gouty man cannot keep his legs at sea, he thought it best to go bodily into port at once.*" These circumstances go directly to Captain Berkeley; and there is a most essential piece of confirmatory evidence, that upon this third of March there was not living any one Captain, except Admiral Berkeley, who was wounded in the action of the first of June.

Gentlemen, from the state of facts you are to extract, if your understandings lead you so to do, that the person intended was Admiral Berkeley; and if so, it will defeat the attempts to let the public understand it is Admiral Berkeley, but the libeller hopes to escape the effect of having so done.

After all the preliminary proof, which I will not trouble you with re-stating, Mr. Thomas Romney, the Surgeon, is called; he tells you he was the Surgeon of the Marlborough; she was engaged in the action upon the first of June, 1794: Captain Berkeley was at that time the Commander; the witness was in the character of Surgeon; his post of course was in the cock-pit, which is the hospital of the Ship upon such occasions; Captain Berkeley was brought down about the time when some masts fell overboard; he could not swear to the time with certainty; a good many wounded men had been brought down before Captain Berkeley: he swears that Captain Berkeley's skull was totally laid bare; it certainly was a wound which compelled him to leave the deck; there was a considerable effusion of blood.—"I dressed the wound. Almost immediately after I had dressed it, the Captain made an attempt to return upon deck; but in going up the cockpit ladder, he fainted from the stun he had sustained."—He was asked what was the consequence of the wound; he said, that from Capt. Berkeley's sleeping a considerable time after that, he suspected

there was either a fracture, or a concussion of the brain; that even after this time he suspected this to be the case, as sleep came upon him very frequently; that such symptoms attend an injury of the brain; that Captain Berkeley was under his care for about a fortnight, before he went on shore; the wound then appeared by no means well; that he had frequent dozings, with restless nights; that he also received a wound in the leg, to which he had occasion to apply dressings; it was a wound on the shin bone, which was so irritable, that an inflammation ensued; this wound was by no means healed when he went on shore. The Ship had been engaged some time before Captain Berkeley was brought down; and he says the wounds were such, as made it indispensably necessary to carry him down to the cock-pit.

Mr. Murray Forbes, another Surgeon, tells you that he attended Capt. Berkeley in the latter end of July, which was six or seven weeks after the action: Capt. Berkeley called upon him to shew him the wounds he had received; that the wound on the forehead had contracted much; there was a small aperture in it; but the skin was hollow underneath; there was a bit of bone which seemed to be quite loose, but the opening was not sufficiently large to allow it to come away; he advised Capt. Berkeley to leave it alone, it would work its own way out in time; and it was not necessary that any thing should be done for the purpose of taking it away: the wound on the leg was a foul broad ulcer at that time; he told Capt. Berkeley that he thought it would be very troublesome; the next day he found the wound in the head in the same condition as it was the day before; he did not take the bit of bone out himself; he found it of considerable thickness, and was a portion of the outer bone in that part; that such a wound in most cases would produce complete insensibility; and where it does not go to that extent, and that insensibility does not take place, there must be such a stun, stupor, and giddiness, as would render the person receiving it incapable of any exertion.

Captain Monckton is then called. He tells you he was First Lieutenant of the Marlborough upon this memorable day, the first of June; that the Ship at the beginning of the action was commanded by Capt. Berkeley; that when Capt. Berkeley was wounded, he, the witness, took the command, and from thence was made a Post Captain.—The libel says, "*that though the Captain was down below, all the action, his Ship made a good fight of it without him; but then, as some folks say, that was all the Lieutenant's doings, and so he was made a Captain for it.*"—Capt. Monckton says, they engaged l'Impetueux at about a quarter past nine; the Marlborough was a 74, l'Impetueux an 80-gun

Ship; after that, they were engaged with another Ship, the Mutius, a 74-gun Ship; so that they had a 74 and an 80 gun Ship upon them at the same time; shortly after, a French three-decker came under their stern, and fired a broadside, which carried away their three masts, severely wounded Capt. Berkeley, and killed a number of their Men; this was a little better than an hour after the engagement began; that the plaintiff conducted himself with the greatest bravery and skill, as he had always done for twenty-four years, since the witness knew him. The witness says, he had been in many critical situations with Captain Berkeley, and he behaved himself upon that day, as he had in those critical situations: he served with Capt. Berkeley in 1798, and in 1800, off the Black Rocks.

Now we come to that part of the libel which tallies with the evidence with respect to the Black Rocks: he says, Capt. Berkeley commanded the advanced Squadron; "there were generally two or three Frigates in shore of us, watching the motions of the enemy, to give timely notice, if they should attempt to come out; Earl St. Vincent was Commander in Chief." He says he remembers Admiral Berkeley being indisposed; he had no doubt that he had a serious indisposition; that Admiral Berkeley went in the Mars to Cawsand Bay, by Lord St. Vincent's order. He says he read the libel in question, and applied it to Admiral Berkeley; "IT IS AS CLEAR AS THE SUN AT NOON-DAY," that no one of the Captains wounded upon the first of June was alive upon that third of March, excepting Admiral Berkeley; that the time when he received his wound was soon after eleven; so that if he got into action at nine, it was at least an hour and a half after the action began, that Captain Berkeley was wounded.

Mr. Joseph Cullurne, a Surgeon in the Navy, says he was on board the Mars when Rear-Admiral Berkeley's Flag was flying on board; he attended Admiral Berkeley, who had the gout; that it attacked his head, stomach, and intestines; he recommended to Admiral Berkeley to go on shore; he was so much incommoded at the time, that he could not go by land, and therefore, at the risk of his life, he went by sea to the place of his destination.

Then Mr. Praed and Sir Charles Pole were called, who said (and many other persons present would have said the same thing) that they had no doubt but that this libel applied to Admiral Berkeley.

Lord Duncan says what completely proves that Admiral Berkeley had a reputation to lose, which was extremely valuable to him at the time this libel was published.

Having stated this evidence, I will read the libel to you again, in order that you may compare it with that which has been given in evi-

dence; and see whether any reasonable doubt remains upon your minds, that this can apply to any other person than to Admiral Berkeley; and also, whether it does not impute to him cowardice and a dereliction of duty; such as if any man believed it, he must believe that any man to whomsoever it should apply, ought to have been shot upon his quarter deck upon that first of June.

Gentlemen, I omitted to mention, that from Sir Charles Pole's evidence, it appears that some observations (what they were we must not know) took place in the House of Commons, upon Sir Thomas Trowbridge and Captain Markham, two Lords of the Admiralty.

Now, *en passant*, I would say upon that, that if this scandalous libeller (whoever he be) conceived he was doing a grateful thing to Sir Thomas Trowbridge and to Captain Markham, by vindicating their official character at the expense of Admiral Berkeley or any other man, never was mortal man more mistaken; for, I suppose, if there be upon the face of the globe men of singular honour and probity, these two gentlemen are those; and of this libel lying before me, I believe no one syllable to be true, except it be, when speaking of the junior sea members of the Admiralty Board, it says, their services are too well known to all the Navy, to need my saying any thing about them: I believe that is the only single line of truth in the whole of this performance.

Then you see this libel alludes to some Officer in the Navy, who, when something was going forward in the House of Commons respecting the Board of Admiralty, had differed in opinion from the junior sea members of the Admiralty Board, with respect to the application of the number, state, and condition of the naval force of the kingdom. Certainly Admiral Berkeley is at liberty to entertain his opinion, and Sir Thomas Trowbridge and Captain Markham are equally at liberty to entertain their opinions, whatever they may be; but that is another circumstance, that connects the libel with Admiral Berkeley—"*It is a common saying, that there is no knowing a fighting cock by his crowing, and indeeed it seems to be pretty much confirmed amongst us sea-faring men at this moment, as one of our shy-cocks just now seems to crow the loudest. But, Sir, if the nation knew how to estimate these skulkers*"—whoever is the person meant here, is represented as a skulker and a coward—"*as well as we do, they would be hunted out of the cock-pit.*" Care is taken to print all this in italics; the cock-pit is the cock-pit to which the person respecting whom this libel is written, is supposed to have gone down; in fact, to run away. "*Much, however, as I despise them myself, I beg leave to indite a few lines to you on the subject, just to inform you that all honest tars are astonished to hear their old Captains, who have so often led them to vic-*

tory, insulted by those who never did a brave action in their lives; but what is worse than all, Sir, to hear of their being abused chiefly by ONE" (in capital letters) "*who has used every pretence to avoid actual service, from his first command in the Navy to his departure from the Black Rocks. It is true this gallant gentleman was once in action, and it is true he found the day much too hot to stand it out: it was a glorious summer's day, Sir, and if I recollect right it was the first of June,* 1794. *On that occasion he contrived very early to quit the sunshine, for the shade of the cock-pit.*"

Captain Berkeley did go down to the cock-pit in the course of the engagement; and was obliged to go down, as you have heard, where he remained during the whole course of the evening; he attempted to come up, but nature would not support him—"*Where he remained very composedly till the cool of the evening; this I have been told he contrived, by running his head against some block or bulk-head, for the deuce a bit of any scar can he shew, though he boasts of having bled in the service of his country; from all which it is thought his nose was the greatest sufferer in this trial of strength 'twixt block and block.*" Now, gentlemen, you are to understand that contempt and derision of a man, either in his profession, or any other situation or character in life, is libellous, and actionable. "*However, Sir, to hear him talk, you would think him a fine fellow, and wonder that though he was down below all the action, his Ship should make a good fight of it without him; but then, as some folks say, that was all the Lieutenant's doing, and so he was made a Captain for it.*" That is true of Captain Berkeley's Lieutenant on that day. "*To be sure, Sir, I have heard,*

"*He that fights and runs away*
"*May live to fight another day;*"

and I can't indeed help thinking the gallant COMMANDER" (again in large letters) "*has heard this saying too; for certain it is he ran away in the first fight he ever was in, and is now alive and hearty; but as for fighting another day, egad, Sir, I don't think he has much mind that way, for the last I heard of him was, of his leaving our post of honour off Brest;*" (Admiral Berkeley did leave the post of honour off Brest;) "*but then to be sure there was some excuse for that, because the poor gentleman was suddenly taken ill with a fit of the gout.*" (That is also true respecting Admiral Berkeley, and applies to him.) "*And as you may know, Sir, that a gouty man can't keep his legs at sea, he thought it best to go bodily into port at once.*" So Admiral Berkeley did come into port, being forced there by illness.—"*They say indeed he got well almost as soon as he landed; but we guess, as he never joined the Fleet again, that he was a little afraid of a more serious attack,*"—which cer-

tainly must mean engagement, it can mean nothing else—"*But, Sir, all that's as it may be; I think, however, and so we all think, that while he is thus flourishing ashore, he might find something better to do, than abusing those who have never shirked their duty, hot or cold.*"—That Admiral Berkeley did that, is insinuated.—I believe the only part of the paper that is true is, that neither Sir Thomas Trowbridge nor Captain Markham ever did.—"*As to those against whom he has lately been firing away his wadding, (for it is not much in his way to fire shot*") —in italics again—" *I mean, Sir, the junior sea members of the Admiralty Board, their services are too well known to all the Navy, to need my saying any thing about them; nor would I be guilty of such an offence to them, as to name them on the same day with him.*" That is, that his character is as infamous as theirs is illustrious.

Now, gentlemen, the fair way of considering all these symbols is, to take them jointly, and ask yourselves what is the impression they make upon your own minds? Perhaps this would not of itself be sufficient; but when the day, the first of June, occurs—when you hear the gentleman, who is the subject of the libel, described as going below to the cock-pit; his Lieutenant taking the command, and being afterwards made a Captain; then his leaving the post of honour off Brest, and returning ill of the gout; when you find that he is stated to be firing his wadding at two of the members of his own profession, at the Admiralty Board; and you find in fact, that Admiral Berkeley had made some observations upon their conduct; when, I say, you put all these circumstances together, you will judge whether there remains any doubt as to their applying to Admiral Berkeley. And if you see they do, and that you see sufficiently clear through it; you ought to give a verdict for the plaintiff.

With respect to the damages, we are told the defendant is a gentleman, and a man of education; does a gentleman and a man of education think that is a protection to him? No, it adds to the impropriety of his conduct; he ought to know better. Is a gentleman, and a man of education, to receive anonymous works of this sort, calculated for the very worst of purposes, and publish them? What Officer who believed a tenth part of this, would ever, with a quiet mind, serve on board Admiral Berkeley's Ship? What Seaman would serve under him? And this anonymous writer assumes a style, that will be popular among sea-faring men, for the very purpose, perhaps, of its being generally read in the naval service. Does this gentleman of education receive and print to all the world libels on honourable men?—And in what form? certainly in a very mischievous form.—I see some of the papers lying before me bound in a book, and other persons may bind them, and they may be preserved in libraries, and a person may

write a note, "this means Admiral Berkeley." It is not like a newspaper, which lies about till at last the cook gets it, and it is finished.

Then it is said, this man is in a hurry; is every man's character to be at the mercy of this gentleman's hurry? Hurry, indeed! In printing a single sheet in the course of a week!—If that were any excuse at all, it may apply better to the printer of a common newspaper, who is up as well as his workmen all night; but here, in the form of a pamphlet, this is sent about all over England. But every body who comes into court here, says, no mortal man can believe this of Admiral Berkeley. No—those who happen to know his character will not believe it; but of the twelve millions of people who inhabit this empire, how few will know it is not true of Admiral Berkeley? Yet in a thousand ways it must get about that he was meant—every one who knew the circumstances at the time, tell you they cannot have a particle of doubt about it.

Gentlemen, you will take all these circumstances into your consideration; and you will form your verdict with a due attention to, and consideration of, all the circumstances put together. To me it appears to be no extenuation, that this defendant is a gentleman, and a man of education; it is no apology that he is in a hurry; but certainly his circumstances and situation in life are circumstances you must consider; and you must consider the reparation which is to be made to Admiral Berkeley is not of a pecuniary nature, nor will it admit of a recompence of a pecuniary nature: if it did, in the naval service, we might just as well furl the sails of our Fleet at once; for it would prove that all sense of honour was extinct among the naval profession.

Gentlemen, you will give the plaintiff a reparation, as far as pecuniary damages can do it, for the uneasiness of mind he has suffered from this libel: and you will recollect that you are not to hold it out as a lesson to the public, that damages are to be given in proportion as a man's character is high or otherwise; because, in truth, the more established his character is, the less vulnerable is he.—You will, if you believe Admiral Berkeley was the person meant, give such damages as you think a person in his situation ought to receive.

The jury, after a retirement of about twenty minutes, brought in their verdict for the Plaintiff—*Damages, One Thousand Pounds.*

ERRATUM.

In our Biographical Memoir of the Hon. George Cranfield Berkeley, pages 108 and 112:—For "Captain Montague," *read* "Captain Monckton."

Thoughts on several Plans combining a System of UNIVERSAL SIGNALS *by Day and Night, adapted for Naval, Military, Commercial, and Political Purposes; with Suggestions for the general Extension and Improvement of* DAY AND NIGHT TELEGRAPHS AND SIGNALS, *on Principles adapted to carry on Public and Private Correspondence, by the Symbols of Flags and Lights between the* MARITIME NATIONS OF THE UNIVERSE. *By* JOHN M'ARTHUR, ESQ. *late Secretary to the Right Hon. Admiral Lord Viscount* HOOD. *Printed for private Use only.* pp. 31. 4to.

THE ingenious Author of this System of Universal Signals, is already known in the Naval Service, from his original work on COURTS MARTIAL, which has been some years out of print, but we understand a new edition is now prepared for press with considerable additions and improvements. At the commencement of 1801 he published his FINANCIAL AND POLITICAL FACTS OF THE EIGHTEENTH CENTURY, with *Comparative Statements of the Revenue, Expenditures, Debts, Manufactures, and Commerce, of Great Britain.* This last work (as well as his former) has been much appreciated, and from its rapid sale has already run through four successive editions.

His *Thoughts on Universal Signals* were printed in the beginning of last month (October); copies of which, we understand, were distributed by the Author to his Royal Highness the Duke of York, the Lords Commmissioners of the Admiralty, the Directors of the India Company, and to the principal Naval and Military Officers in the kingdom.

The limits prescribed to our literary articles will not permit us, at present, to enter into a minute review of the merit of Mr. M'ARTHUR'S *Thoughts on Universal Signals*; we shall therefore, for the present, lay before our readers a sketch only, or rather the contents of the several plans contained in his System, and at a future time we shall give them more in critical detail.

There are seven different plans in the *Thoughts on Universal Signals*, viz. 1. Telegraphic Signals by Day and Night, presented to the Lords of the Admiralty in 1797. This plan was published among the Philosophical Papers of the NAVAL CHRONICLE*.

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* *Vide* Vol. I, page 509.

Plan 2. Contains *Additional Suggestions for establishing a Nocturnal Telegraph.*

Plan 3. *A new arrangement for communicating the words of a Dictionary, by adhering to the Combinations of the Day Telegraph now in use, and which may be equally applied to the Day and Night Telegraph proposed in Plans.* 1 and 2.

The author, by an ingenious arrangement of the mutations or movements of the Telegraph, instead of the 63 changes as at present established, can, if necessary, make no less than 9,999,999 Signals, and has given examples illustrative of the application, to words of a dictionary in the English or any other language.

Plan 4. *On the extension and improvement of Day Signals in his Majesty's Navy, adapted also to a Military Code.* This plan, by an arrangement of the same flags used in the Navy, is capable of denoting 10,000 Signals; and by means of two auxiliary Flags, the arrangement is susceptible of 260,000 mutations or Signals.

Plan 5. *On the communication of Signals by day, with five Flags only, is a cheap, easy, and expeditious manner, adapted for Naval, Military, or Commercial purposes.* The principle of the plan obviates the expenses of having a variety of Flags; and Merchant Vessels, provided with five Flags, may easily make Signals to a vast extent, and can denote the numbers annexed to words of a dictionary in any language. By this plan 99 Signals can be denoted by two Flags, and 999 by three; and on making two Signals successively, numbers to the extent of 999,999 may be easily denoted. The Signals in this plan can be made on a mast and yard, or three Signal posts; and the Author has further suggested the three arms of a windmill, as equally convenient.

Plan 6. Is a *Method of spreading Signal Flags in light airs or calm weather;* presented to the Admiralty in 1790, and afterwards published in the NAVAL CHRONICLE, July 1799, Vol. II, p. 70.

Plan 7. *Outlines of Night Signals adapted for Naval or Military purposes, by the Combination of four Lights.* This plan is intended to supersede occasionally the system now in practice, by the combination of guns, false fires, and lights, originally prepared by Mr. M'Arthur in 1792; and the plan may be used as a nocturnal telegraph at sea or on shore, and the words of a dictionary in any language may also be denoted.

Naval Poetry.

Bright-ey'd Fancy hovering o'er,
Scatters from her pictured Urn
Thoughts that breathe, and words that burn!

Extract from Verses addressed to the People of England, 1758, by WILLIAM WHITEHEAD, *Esq. Poet Laureat.*

—— *Mares animos in martia bella*
Versibus exacuit.

BRITONS, rouse to deeds of death!
Waste not zeal in idle breath,
Nor lose the harvest of your swords
In a civil war of words! . . . .

. . . . But glory, which aspires to last,
Leans not meanly on the past:
'Tis the present now demands
British hearts, and British hands.
Curst be he, the willing slave,
Who doubts, who lingers to be brave;
Curst be the coward tongue that dare
Breathe one accent of despair,
Cold as winter's icy hand
To chill the genius of the land.

Chiefly you, who ride the deep,
And bid our thunders wake or sleep,
As pity leads, or glory calls—
Monarchs of your wooden walls!
'Midst our mingling seas, and skies,
Rise ye Blakes, ye Raleighs rise!
Let the sordid lust of gain
Be banish'd from the liberal main:
He who strikes the generous blow
Aims it at the public foe:
Let glory be the guiding star,
Wealth and honours follow her.

See! she spreads her lustre wide
O'er the vast Atlantic tide!
Constant as the solar ray
Points the path, and leads the way!
Other worlds demand our care,

Other worlds to Britain dear;
Where the foe insidious roves
O'er headlong streams and pathless groves;
And justice simple laws confounds
With imaginary bounds.

If protecting commerce keep
Her tenor o'er yon heaving deep,
What have we from war to fear?
Commerce steals the nerves of war;
Heals the havock rapine makes,
And new strength from conquest takes.

Nor less at home, O deign to smile,
Goddess of Britannia's Isle!
Thou, that from her rocks survey'st
Her boundless realms, the wat'ry waste;
Thou, that rov'st the hill and mead
Where her flocks and heifers feed;
Thou, that cheer'st th' industrious swain
While he strows the pregnant grain;
Thou, that hear'st his caroll'd vows
When th' expanded barn o'erflows;
Thou the bulwark of our cause,
Thou, the guardian of our laws,
Sweet liberty!—O deign to smile,
Goddess of Britannia's Isle!

If to us indulgent Heaven
Nobler seeds of strength has given,
Nobler should the produce be;
Brave, yet gen'rous, are the free.
Come then, all thy powers diffuse
Goddess of extended views!
Every breast which feels thy flame
Shall kindle into martial fame,
Till shame shall make the coward bold,
And indolence her arms unfold:
Ev'n avarice shall protect his hoard,
And the plow-share gleam a sword.

Goddess, all thy powers diffuse!
And thou, genuine British muse,
Nurs'd amidst the Druids old,
Where Deva's wizard waters roll'd;

Thou, that bear'st the golden key
To unlock eternity,
Summon thy poetic guard—
Britain still has many a bard,
Whom, when time and death shall join,
T' expand the ore, and stamp the coin,
Late posterity shall own
Lineal to the muse's throne—
Bid them leave th' inglorious theme
Of fabled shade, or haunted stream,
In the daisy-painted mead,
'Tis to peace we tune the reed:
But when war's tremendous roar
Shakes the isle from shore to shore,
Every bard of purer fire
Tyrtæus-like, should grasp the lyre;
Wake with verse the hardy deed,
Or in the generous strife like Sidney bleed.

Extract from IL BELLICOSO, *by Mr. Mason.*

ME bear, dread Power, for warlike sport,
To some wave-encircled fort;
Or (if it yield more open sight)
To some hoar promontory's height,
Whose high-arch'd brow o'erlooks the scene,
Where Tritons blue and Naiads green,
Sportive from their coral cave,
Through the fluid chrystal lave:
There eagerly I ken from far
All the waste of naval war;
And catch a sympathetic rage,
While the numerous Fleets engage;
And every distant shore rebounds
To the cannons' rattling sounds;
And the sulphurous Fire-ship rends,
And thousand fates around her sends;
And limbs dissever'd hurl'd on high,
Smoke amid th' affrighted sky;
Then let black clouds above my head
With gleams of scarlet thick be spread,
With lightning's flash and thunder's growl,
Suit the spleen that shades my soul.

There too let cranes, a numerous flight,
With beaks and claws rage bloody fight,
And airy knights from every cloud
Prick forth, their armour rattling loud;
With blazing swords and comets drear,
Dragging a trail of flaming hair;
Such as diffus'd their baneful gleam
Over besieg'd Jerusalem,
Or hung o'er Rome ere Julius fell;
And if old sages' nightly spell,
Were ever deemed to foreshow
Changes in our realms below.

And when at length cold creeping age
Freezes the torrent of my rage,
Let me live amongst a Crew
Of Invalids, of kindred true!
Of some main limb bereft by war,
Or blest with some deep glorious scar;
Scar, that endless glory draws
From Liberty and Albion's cause:
Then oft, well pleas'd, with them retire,
To circle round a sea-coal fire,
And all our past campaigns recite—
Of Vigo's sack, and Blenheim's fight;
How valiant Rooke majestic trod,
How Malbro' thunder'd; half a god!
And then, with sage prophetic eye,
In future battles to decry,
That Britain shall not fail to yield
Equal Generals for the field;
That France again should pour her blood,
And Danube roll a purpled flood.

And when my children round me throng,
The same grand theme shall grace my tongue;
To teach them, should fair England need
Their blood, 'tis theirs to wish to bleed;
And, as I speak, to mark with joy
New courage start in every boy;
And gladsome read in all their eyes,
Each will a future hero rise.
These delights if Mars afford,
Mars, with thee I whet my sword.

Old Bailey.

MONDAY, 29th OCTOBER.

THE most interesting trials which occurred this day were the two following, in which the indictments were laid upon Lord Ellenborough's Act against unlawful cutting, maiming, &c.

John Wilkinson, a Sailor, was indicted for feloniously assaulting and cutting Nathaniel Oliver.

Mr. Knapp, Counsel for the prosecution, stated the circumstances of this case. From his statement, and the evidence adduced, it appeared, that on the night of the 17th of the present month, several Police Officers belonging to the Public Office, Shadwell, namely, Edward Rogers, James Wansey, Edward Conder, and the prosecutor, Oliver, entered a public-house in Little Gravel-lane, in which they found seven or eight Seamen, of whom the prisoner was one. Rogers addressed himself to the prisoner, asked him who he was, and seized him by the collar; the prisoner drew a knife, cut the neckcloth or handkerchief by which Rogers held, and got loose. The prosecutor, Oliver, then came up, and the prisoner turning to him, attacked him with the knife, and cut his little finger in such a manner as almost to separate it from the hand. Mr. Knapp observed, that these Officers had general instructions from the Magistrates to patrol the streets, and to apprehend disorderly persons in public-houses; but if these directions of the Magistrates should not be thought a sufficient justification, he would shew that Rogers and Oliver were authorized to apprehend the prisoner, as they possessed press-warrants, directed to them by the Admiralty, under the sanction of an Order of Council.

Rogers produced his press-warrant. It was signed by Sir Philip Stevens, Sir T. Trowbridge, and Sir H. B. Neale, Lords of the Admiralty, and addressed to Mr. Edward Rogers.

Mr. Benjamin Turtle, a Clerk in the Admiralty Office, proved the signature of the Lords of the Admiralty, and produced the Order of Council, dated March 7, 1803, under which it was issued. The Order of Council directed the Lords of the Admiralty to address warrants for impressing Seamen to Headboroughs, Constables, Peace Officers, &c. and to allow them 50s. for every able-bodied Seaman they procured. The Order of Council was signed by Sir Stephen Cotterell, Clerk of the Council.

Mr. Alley, Counsel for the prisoner, stated several objections both to the warrant and the Order of Council. He observed, that the warrant contained the words, given under our hand and seal, but no seal appeared upon it. Mr. Turtle, however, pointed out an impression on the paper, which was the seal.—Mr. Alley then asked the witness, whether he knew Sir Stephen Cotterell to be Clerk of Council, any otherwise than by report.—Mr. Turtle admitted that he knew that fact from report only.—The Recorder, however, observed, that Sir Stephen Cotterell was generally known to be Clerk of Council. He knew him to possess that office.

Mr. Alley said, he had still another objection.—The Order of Council directed the press-warrants to be issued to Headboroughs, Constables, and Peace Officers. The warrant produced, however, was addressed simply to Mr. Edward Rogers; an address which would apply to any private individual of that name.

The Recorder considered this last objection fatal to the prosecution. The Act of Parliament was very particular with respect to the offence charged in this indictment; the cutting, stabbing, or maiming, must be committed under such circumstances, that if death had ensued, the prisoner would have been guilty of murder. It appeared, however, that the press-warrant had not been executed according to the authority of the Order of Council, for Edward Rogers might certainly be any private man of that name. Where life was at stake too much caution could not be exercised in the administration of the laws. Under this warrant the Officers had no right to lay hold of the prisoner; and therefore if, in the violence of the moment, he had killed the person who attempted to secure him, he would not have been guilty of murder, but of manslaughter. Verdict—*Not Guilty*.

NAVAL HISTORY OF THE PRESENT YEAR, 1804.

(October—November.)

RETROSPECTIVE AND MISCELLANEOUS.

THE public prints, the diligent, and in general faithful chronicles of the times, assumed, towards the close of the last century, a character of respectability, and a tone of independence, which asserted and maintained the liberties of our country: and from that period to the present important æra, they have supported, with some few exceptions, their claim to public attention. But amidst the continual changes of the political world, the newspapers of the day frequently lose much of their importance, or rise suddenly from a confined to an extensive sale, as they become the tools of a Minister, or are selected by the leaders of opposition to support their political protests.—We have always endeavoured to cull, in this department of our work, what appeared best, in these diurnal journals; beyond what we by our own diligence and correspondence could procure: and as we know with what pleasure a newspaper is regarded in the ward-room; perused and re-perused during a long cruize, by the loungers on the rudder-head; we shall take this opportunity to assist the mess in choosing the best.

1. The *Sun*, though in general considered as the paper of Government, the *Moniteur* of the Minister, is full of such fulsome compliment, and frequently is afraid of speaking out, that it must yield to the *Courier*; which, with more independence, is at present on the same side of the question.

2. The *Morning Post*, which some years since had so great a repute, and so extensive a sale, seems lately, for some weighty reasons, to have lost much of its independence, and must yield to the *Morning Chronicle*, the columns of which display a bold originality of opinion, expressed in excellent language; and consequently seem to justify the general opinion, that this paper belongs exclusively to Mr. Fox and his party.

3. The *Star* is a paper of high reputation, and, as we believe, is not attached to any party:—the Editor is a man of considerable ability.

4. The *Traveller* is well known in the West of England, and deservedly esteemed.

5. The *Oracle* has also claims on the public; and if we mistake not, has lately been incorporated with the *True Briton*.

6. We cannot at present notice the other daily papers. Of those that are published *three times a week*, the preference may be given, (1) To the old *London Chronicle*, which was introduced to public notice by the celebrated Dr. Johnson: (2) to the *St. James's Chronicle*: and (3) To the *English Chronicle*, which has been incorporated with the *Whitehall Evening Post*.—Mr. *Cobbett's Journal*, published on every Saturday, shews strength and energy of mind; and though it sometimes pierces like the quill of a porcupine, its general principles and independence have given it a high reputation.

The Salamander, Eruption, and Firebrand, Fire-vessels, are ordered to be fitted for immediate service at Woolwich.

A Letter from Mr. Marshall, (Master of the Brig Cambrian, a constant trader, from Gun-and-Shot Wharf to Boston, in Lincolnshire,) received by the Owner,

Abraham Sheath, Esq. contains the following account of a gallant display of bravery in the Master and Crew of a small coasting Vessel, consisting of six persons:—

(COPY.)

SIR,—I inform you of my safe arrival here, after a good passage. I came out of the Deeps on Tuesday morning, and about five o'clock in the afternoon fell in with a Cutter Privateer. He hailed me from whence I came. I expecting what he was, answered him from Newcastle, with cinders: I told him if he did not keep farther off I would fire at him, which I did directly; he returned the compliment very quickly, his shot flew about us like a shower of hail; I fought him at first with my larboard guns, but was obligated to put our Ship about; in the mean time he put out his Boat full of men, coming to board us, which I was afraid they would do before our Ship could come round, being but little wind; all his cry was to strike, but we kept them off with our small arms, till I could get our great guns to bear on the starboard side. I am happy to say, after about half an hour he was obliged to sheer off, for the last gun but one I fired, I shot a large piece out of his mast, about four feet above the main boom. Bless God, we received no damage but in the sails and rigging. I have but one sail that is clear of shot holes; he has shot several of our running rigging away; we engaged at the distance of about 100 yards; we were between Wells and the Floating Light. I am happy to say we saved our Ship, and Captain Dixon the Success, that time; the Privateer came in again at dark. I have not seen Captain Dixon since that night.

Sir, I still remain your obedient servant,

WILLIAM MARSHALL.

N.B. She is a Sloop Cutter, no bulwark round her, but all naked fore and aft, her main-sail and gib is very dark brown canvas, her fore-sail white, a long top-mast and a short vane up. About 35 men on board.

Lately was launched at Thorne, a very handsome Ship, built for Government. It is pierced for 24 guns, is called the Combatant, and is the only Vessel of that description ever built there.

Gazette Letters.

ADMIRALTY-OFFICE, OCTOBER 27.

Copy of a Letter from the Right Honourable Lord Keith, K. B. Admiral of the Blue, &c. to William Marsden, Esq.; dated off Ramsgate, the 24th Instant.

SIR,

I HEREWITH transmit, for their Lordships' information, a copy of a letter from Captain Owen, of his Majesty's Ship the Immortalité, to Rear-Admiral Louis, detailing the particulars of an action between that Ship, the Orestes Sloop, and Basilisk Gun-brig, and a division of the enemy's Flotilla, passing yesterday from the eastward towards Boulogne.

It will no doubt afford their Lordships much satisfaction to observe the very favourable report which Captain Owen makes on the conduct of his Majesty's Officers and Men; and equal regret to remark the extent of the loss that has been sustained, and that the shallowness of the water alone prevented that active and enterprising Officer from cutting any part of this division off from the shore.

I enclose a list of the killed and wounded on board the Immortalité; and have the honour to be, &c.

KEITH.

His Majesty's Ship Immortalité, off Boulogne, 23d October, 1804.

SIR,

Being off Cape Grisnez, and proceeding to my station before Boulogne, I this afternoon, about half past three, discovered a division of the enemy's Vessels, consisting of three Praam Ships, seven Brigs, and fifteen Luggers, which soon after bore up to the westward, keeping close to the beach, under cover of their batteries, and accompanied by horse artillery, making the best of their way to shelter themselves within the Banc de Laine.

By making all sail to windward I was enabled to close the Praams (which kept together,) about a quarter before five, and to open my fire upon them within the distance of grape shot, under the high land of Cape Blanc Nez, the enemy still pushing to the westward, and returning at first a brisk fire, but it latterly slackened much. This running fight continued till near six, when, having been thrice obliged to sheer out into deeper water, we found ourselves still within the end of the Banc de Laine, where the falling tide prevented us from following them, and obliged us to haul off.

Our little Calais Squadron was to windward following the enemy, of which the Orestes and Basilisk joined me in the first of the attack, giving me every support and assistance during the whole of the action; their Commanders gave me much satisfaction in conducting them. The other Vessels of that Squadron did not get within gun-shot; Capt. Brown will of course make his report to Vice-Admiral Holloway; but I spoke him in passing, and was pleased to learn he had sustained no damage.

I endeavoured to close the enemy again as they passed fr n behind the Banc to round Cape Grisnez, and did get sight of a few of the Vessels; but though we passed within half gun-shot of the Cape, the enemy were so effectually screened from our sight by the dark shade of the land, that I could do nothing, and am unable to say whether the whole number got down to Boulogne, or whether (as I suspect) a part of them anchored in Whitsand Bay.

Lieutenant Payne, though ill, was upon deck, and afforded me, as he has done in every instance, the greatest aid; and it is not possible for me to speak too highly of the conduct of every Officer and every Man; each, in his station, gave me the fullest satisfaction: but it gives me serious pain to add, that of these brave fellows, one was killed, and ten wounded, (three mortally,) besides the Third Lieutenant, Charles Burrough Strong, of whose assistance I was deprived before a shot was fired by us, and whose loss I feel the more, as two years' service with me in this Ship has fully proved to me his worth; his wounds, however, are not dangerous.

My thanks are due to Mr. Henry Thornton, our Pilot, for his ſtea!y, attentive good conduct and alacrity, and regretting that the nature of the coast in that part where we closed the enemy enabled them to skulk from our further pursuit.

I have the honour to be, &c.

E. W. C. R. OWEN.

Rear-Admiral Louis, &c. &c. &c.

P. S. From the manner in which our grape-shot covered the enemy's Vessels, their loss in men must have been very great.—I never saw guns pointed better, or so coolly.

List of the killed and wounded Men on board his Majesty's Ship the Immortalité, in action with a Division of the Enemy's Vessels off Cape Blanc Nez, 23d of October 1804.

Killed.—James Wilson, Seaman.

Wounded.—Charles Burrough Strong, Third Lieutenant; George Barker, (since dead), John Dawal, (since dead), William Terrent, (since dead), David Brown, William Hamilton, Peter Humes, John Watson, and William Robinson, Seamen; James Allen, and William Gubbett, Privates of Marines.

E. W. C. R. OWEN.

(A Copy.) KEITH.

Copy of another Letter from the Right Hon. Lord Keith, K. B. Admiral of the Blue, &c. to William Marsden, Esq. dated off Ramsgate, the 25th Inst.

SIR,

I am sorry to acquaint their Lordships, that his Majesty's Gun-brig, the Conflict, has been run on shore on the enemy's coast, and I fear has fallen into their possession, while endeavouring, under the orders of Captain Hancock, of the Cruizer, to obstruct the passage of a division of the enemy's Flotilla, proceeding from Ostend to the westward, on the night of the 23d.

I herewith transmit the particulars of that unfortunate event, detailed in Captain Hancock's letter to me, and Lieutenant Ormsby's letter to him, from which it appears that Captain Hancock, and Lieutenants Ormsby and Forbes, as well as the other Officers and Men employed on this occasion, have manifested great gallantry and perseverance, and that their failure has only been occasioned by the construction of the enemy's Vessels admitting of their passing closer to the shore than ours. I have no doubt that the case of Acting Lieutenant Garland will interest their Lordships much.

I am, &c.

KEITH.

Cruizer, off Nieuport, at anchor, six A. M.
Wednesday, 24th October 1804.

MY LORD,

I beg to acquaint your Lordship, that part of the enemy's Flotilla, consisting of two Praam Ships. one bearing the flag of Chief of Division, and both under French colours, with eighteen Schuyts, put to sea yesterday afternoon from Ostend at four P. M. to run to the westward, just at the moment his Majesty's Sloop under my command, with the Gun-brigs and Cutters named in the margin *, were standing in to reconnoitre that port.

As soon as I could give the necessary directions to the Gun-brigs to put themselves under my orders, &c. I made sail in pursuit of the headmost Praam Ship, which I brought to close action at fifteen minutes past five, in which I was very handsomely supported by the Gun-brigs and Cutters, and continued it with great apparent effect, till thirty-five minutes past six, the enemy's fire being entirely silenced, and for the last half hour only keeping up a faint fire of musketry.

The tide was however falling so rapidly, and the enemy kept in such shoal water, that it was not possible to close with him, to take that advantage which, by our fire, we had so manifestly over him.

It falling also dark, and being in less than three fathoms water, I considered it proper to haul off and anchor, having no person on board acquainted with the shoals to the westward of Ostend.

It is with extreme concern I acquaint your Lordship, that in Lieutenant Ormsby's gallant zeal to close with the enemy, agreeably to my orders, the Conflict took the ground, and the tide left her so rapidly, that every endeavour he used to get her afloat was unsuccessful, and he was under the necessity of quitting her, with his people.

The darkness that came on before the close of the action, prevented me from being aware of this unfortunate accident, till Lieutenant Ormsby came on board the Cruizer with his people, after we had anchored.

I immediately ordered him, with his people, back to the Conflict, to use every exertion to get her afloat when the tide made; or, in event of his not being able to succeed, to destroy her, being then in hopes that the enemy were not aware of her situation.

I sent the Admiral Mitchell Cutter to protect and assist him; and the Cruizer's Boats were also sent under Mr. Fothergill, Master of the Cruizer, who very commendably volunteered his services.

The ebb tide prevented the Boats getting in for a considerable time: when they got near, they had the mortification to find the Conflict high and dry on the beach, and in complete possession of the enemy.

His Boats accordingly returned to the Cruizer at two A. M. making their report of the state of the Conflict.

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* Blazer, Conflict, Tigress, Admiral Mitchell, Griffin, and Escort.

As I considered it my duty to make every attempt to save the King's Ship, or at least prevent her falling into the hands of the enemy, I determined to attack her with the two Cutters, by laying her on board at high water, when I knew the Cutters could get close alongside of her. They were accordingly sent, having, in addition to their own Crews, Lieutenant Ormsby, and the whole of the Conflict's Ship's Company, to which I added ten picked men, and half the marines from the Cruizer, under the orders of Lieutenant A. Garland, Acting Lieutenant of the Cruizer, the whole being under the command of Lieutenant Forbes of the Griffin Cutter.

Lieutenant Forbes proceeded with great gallantry and spirit to put his orders in execution, but found, on arriving close to her, the enemy had winded the head of the Conflict in shore, with her head-sails full, to forge her on the beach, and had besides hove her close upon the sand, as the tide rose; it not being therefore possible to carry her in this situation, he returned to the Cruizer.

It is with great pain I have to relate to your Lordship the Cutter received very considerable damage in standing in, from the howitzers and field artillery which the enemy had collected on the beach during the night, by which one man was killed, and seven wounded; amongst the latter, much have I to regret, that Lieutenant A. Garland, Acting Lieutenant of the Cruizer, has lost his right leg very high up, who was with admirable gallantry, with his party, getting into the Boats to board the enemy, even under the discouraging circumstances of her being still aground, when he received the wound.

I hope it will not be thought intrusive, although it has not been my fortune to meet with that success which the gallant exertions of the Officers and Men under my command entitled them to, but only to relate misfortune, if, in justice to their merits, I beg to convey to your Lordship the strongest testimony of the zeal and gallantry with which they closed with the enemy.

I must also intrude on your Lordships to recommend to your protection (if he survive his wound,) Lieutenant A. Garland, Acting Lieutenant of the Cruizer, who has served his time and passed, and whose general good conduct as an Officer, since he has been with me, entitles him to my warmest approbation, independent of his late misfortune, which I trust will plead my excuse for thus trespassing on your Lordship.

I enclose a copy of a letter from Lieutenant Ormsby to me, giving the particulars of the unfortunate loss of the Conflict, which leaves me nothing to add, but to repeat my admiration of his conduct whilst engaged with the Praam, and to regret the sad accident by which that Vessel is got into the possession of the enemy.

I have directed Lieutenant Hinton, with the Gun-brigs, to watch the Conflict; and, should they succeed in getting her afloat, to attack her; but from the appearance of the weather, and the wind being to the northward, I am of opinion she will go to pieces on the beach.

I herewith enclose a list of the killed and wounded. None of the Gun-brigs have suffered in their masts, &c. nor has the Cruizer received any material injury, except her sails, standing and running rigging, which are much cut.

One of the Praams was observed by the Boats to be high and dry on the beach at ten o'clock this morning, about three miles to the westward of the Conflict; but she got off, I apprehend, at high water, and proceeded to the westward. I have the honour to be, &c. JOHN HANCOCK.

List of Killed and Wounded.

Cruizer.—One Lieutenant, two Seamen, and one Marine, badly wounded.
Blazer.—None killed or wounded.
Conflict.—One Seaman killed; five Seamen wounded.
Griffin.—Two Seamen wounded.
Tigress.—No report.
Admiral Mitchell.—None killed or wounded.
Escort.—None killed or wounded.

Total.—One Seaman killed; one Lieutenant, nine Seamen, and one Marine, wounded.

Name of Officer wounded.

Lieutenant Abraham Garland, of the Cruizer.

Cruizer, off Nieuport, October 24, 1804, six A. M.

SIR.

It is with extreme mortification that I have to acquaint you with the loss of his Majesty's Gun-brig Conflict; for in a few minutes after you hailed me, desiring me to keep as close as possible to the Praam, she grounded, the man in the starboard chains having two fathoms: but having the three foremost breechings at that time carried away, I had stepped forward to hurry them in fitting others, when the pilot quitted his post at the helm, and went below. My first care was engaging the Praam, which was passing inside of us, and as soon as she passed I started all the water, and threw every thing overboard that was practicable to lighten her; but finding she sued very fast, having only four feet alongside, and another Praam coming up fast on the outer side of us, I judged it most advisable to hoist the Boats out and save the people, as just at that time seeing the Cruizer's lights, and thinking that if I did not catch her immediately, the whole of the people would be sacrificed, as the Boats would be too crowded to get any distance, and I had hopes that when the flood made, I might, with the assistance I might get from the Squadron, be enabled to get her off; I am sorry the result has been so very contrary to my hopes and wishes. Lieutenant Forbes, I presume, has acquainted you with the particulars. Our loss in the evening was one man badly wounded, one slightly; in the night one killed, and three wounded. The Officers and Crew in general behaved as brave men.

J. Hancock, Esq. Cruizer. I have the honour, &c. C. CORMSBY.

ADMIRALTY-OFFICE, OCT. 30.

Copy of a Letter from Captain Rathborne, of his Majesty's Ship the Santa Margarita, to William Marsden, Esq.; dated in Plymouth Sound, the 28th Instant.

SIR,

I have the honour to enclose you copies of two letters I have transmitted to the Hon. Admiral Cornwallis, and have brought in sixty-four prisoners that belonged to the Gun-vessels captured by the Dispatch the morning of the 24th inst.

I have not fallen in with the Conquest, or would have brought in the prisoners taken by her. I am, &c. WILSON RATHBORNE.

His Majesty's Ship Santa Margarita, off Ushant, Oct. 26, 1804.

SIR,

I have the honour to acquaint you, that at daylight yesterday morning, being in company with the Hazard, I was joined by the Dispatch (that had separated from me in a short gale) and two French Gun-vessels out of four, captured the morning before; for the particulars of which I beg leave to refer to Captain Hawkins's Letter.

I consider it fortunate the Vessels taken by the Dispatch were destroyed, as it was hardly possible such Vessels (although new and very fine of the sort) could have been kept above water in such weather as we had last night and this morning. I have, &c.

Hon. Admiral Cornwallis. WILSON RATHBORNE.

His Majesty's Sloop Dispatch, October 25, 1804.

SIR,

I beg to inform you, that on the morning of the 24th instant, at daylight, Point du Ras bearing N. E. distant five or six leagues, I discovered two strange Sail on the weather bow, to which I gave chase; and about eight A. M. came up with the sternmost, who struck, gave the Brig a lift up in the wind, dropped the Jolly Boat to take possession, and continued after the other, whom we captured about nine. They proved to be two National Gun-vessels, Nos. 345 and 353, armed with two brass guns, one thirty-two and one six-pounder, and twenty soldiers each, from Odierne, bound to Brest, but had been blown off the land the day before. About one the Conquest joined us, and soon after we discovered two more of them; sent the Conquest after one, and made sail after the other. At three came up with her, when she proved to be a Gun-vessel, No. 371, armed with one brass thirty-two and one six-pounder, and twenty-two soldiers. Not thinking them safe to send to England, I therefore took the guns out and sunk them. I have the honour to be, &c. EDM. HAWKINS.

W. Rathborne, Esq., Captain of his Majesty's Ship Santa Margarita.

ADMIRALTY-OFFICE, NOV. 6.

Copy of a Letter from Vice-Admiral Lord Viscount Nelson, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to William Marsden, Esq. dated on board the Victory, at Sea, the 14th of October, 1804.

SIR,

I herewith transmit you a letter from Captain Pearse, of his Majesty's Sloop Halcyon, dated the 23d of September last, giving an account of his having captured l'Esperance French Privateer, on the 20th of that month, which you will be pleased to lay before the Lords Commissioners of the Admiralty for their information; and at the same time acquaint their Lordships, that Captain Pearse's exertions on the present, and several former occasions, for the protection of our trade, and destruction of the enemy's Privateers in the vicinity of Gibraltar, very justly entitles him to my warmest approbation.

I am, &c. NELSON and BRONTE.

His Majesty's Sloop Halcyon, off Gibraltar-Bay, Sept. 23. 1804.

MY LORD,

I have the honour to inform your Lordship, that, on the 20th instant, being on my way from this place to Tangier, I discovered several Sail to the westward, one a Settee boarding a Brig. I made all sail possible, with a very light air from the eastward; and it is with pleasure I inform your Lordship, after eight hours' chase, incessantly pulling, and Boats towing against a strong current, we got within gun shot. After exchanging our bow, and she her stern chasers, (now and then a broadside,) she struck her colours, and proved to be l'Esperance French Privateer, of Nice, Captain Joseph Lebouis, pierced for twelve guns, but only ten mounted, of different calibres, from twenty-fours to twelves; had on board fifty-four men, but owing to its being quite dark, twenty-two made their escape in Boats before we took possession. I am happy to say we had not any one hurt. Our rigging and sails sustained a little damage. L'Esperance had two wounded, and several shot in her hull, masts, and yards. I beg leave to mention to your Lordship she is the same Privateer that captured the Swift Cutter, Fortitude Merchant Brig, and three Letters of Marque belonging to Gibraltar; she is the largest and best equipped of the kind I have yet seen. My Officers and Ship's Company on this, as well as on similar occasions, acted with that zeal and perseverance that deserve my warmest praise.

I have the honour to be, &c.

H. W. PEARSE.

Right Hon. Lord Viscount Nelson, K. B.
Duke of Bronte, &c. &c. &c.

ADMIRALTY-OFFICE, NOV. 20.

Copy of a Letter from Captain Hancock, of his Majesty's Sloop the Cruizer, to William Marsden, Esq.; dated in Yarmouth Roads, the 17th Instant.

SIR,

I herewith enclose, for the information of my Lords Commissioners of the Admiralty, my letter of this day's date, to Lord Keith, acquainting him with my having captured the French Brig Privateer le Contre Amiral Magon, commanded by Captain Blackeman, from Dunkirk.

I have the honour to be, &c.

JOHN HANCOCK.

Cruizer, at Sea, off Yarmouth, ten A. M. October 17, 1804.

MY LORD,

I have the honour to acquaint your Lordship, that being last night, at nine P. M., with his Majesty's Sloop under my command, and the Gun brigs Bold and Ann, and Florence Cutter, close in with Ostend, in five fathoms' water, which station I had taken from the moment the wind came to the eastward, to follow, with every possible efficacy and energy, your Lordship's instructions in the imporant duty entrusted to me, of watching the enemy's movements at that port and Flushing, we observed a strange Sail standing in shore, which, on discovering us, wore and made all sail, steering at first with the wind abaft the beam. We immediately made all sail in chase, which continued during the whole night, in

which the stranger displayed much skill and ability in all his manœuvres, and tried us on every point of sailing, with various success; he sometimes gaining on us, and we in our turn nearing him, till five A. M., in which time (eight hours) we had run ninety-seven miles, by the log. During the latter part of the chase the wind freshened considerably; but this gave us not the advantage I expected, as he preserved his distance till a quarter before five A. M. when both his top-masts went away; he then attempted a masterly manœuvre to escape, which the haze, the darkness of the morning, and the lee tide, gave him a fair prospect of succeeding in, by clearing up his remaining sails, and coming instantly to an anchor, although in twenty-five fathoms water, in hopes we should either pass him unperceived, or get to leeward. Although I was not aware, to the full extent, of this accident and manœuvre, I never lost sight of him: and at the time it happened, I observed we were nearing him so very fast, that I had begun to reduce the sail; but as we were going then more than eleven knots, I had but a few minutes time before I was up with him, and the wind blowing so fresh as to risk the loss of all our masts, if I attempted to haul to wind with the sail I had then set, I was under the necessity of passing him, which I did, however, within hail, and to windward, and not receiving any answer, except that he was from Philadelphia, in bad English, I ordered three guns to be fired into him. I then plainly discovered him to be a large armed Brig with nine ports on a side. Having in a few minutes taken two reefs in the topsails, and cleared the decks of wrecked spars and split sails, we tacked, and ranged up within ten yards of his lee-quarter, he having cut his cable, and again attempted to make sail, when, just as I was on the point of hailing him, preparatory to giving him our broadside, he called out, and begged us not to fire, as he had struck.

On boarding him, I was pleased to find my opinion confirmed, that I had captured Captain Blackeman, so well known during the late and present wars in these seas, having received information he was at sea in a Brig. The Vessel he commanded proved to be le Contre Amiral Magon French Privateer Brig, quite new, this being her first cruize, pierced for eighteen, and mounting seventeen guns, of different calibres, viz. fourteen long six-pounders, two eighteen pound carronades, and one long nine-pounder, and manned with eighty-four men, French, Danes, Swedes, and Americans; had been out from Dunkirk eighteen days, and had captured, during his cruize, the Ship Belisarius, of Newcastle, Matthew Hunter, Master, on the 3d instant, off Tynemouth, the Brig Scipio, Richard Robertson, Master, and the Content's Increase, George Bell, Master, both laden with coals, off Foley Bridge, on the 10th instant: the two former were immediately dispatched for Dunkirk, but the latter was recaptured about two hours after by an English Man of War Brig; she was proceeding for Dunkirk or Ostend, and had been laying-to for some hours in the evening, waiting for water to cross the Bank, and, I apprehend, little expected to find English Cruizers within the Stroom Sand. The Brigs and Cutters in company, who have bore up with the Cruizer in chase, were run out of sight by twelve A. M.

I beg to recommend to your Lordship's notice Lieutenant J. Pearse, senior Lieutenant; Lieutenant Lusk, Second; and Mr. Lash, Master; with the whole of the Warrant and Petty Officers, Seamen, and Mariners, through whose united exertions this active and enterprising enemy has been prevented making further depredations, which, from his local knowledge of our coasts, added to the ample means he possessed in this Brig from her superior sailing and force, must have been highly detrimental to the trade of this country; nor can I, in justice, omit availing myself of this opportunity to express to your Lordship my thanks to Johannes Whymmer, Pilot of the Cruizer, who, on this and all former occasions, by his correct knowledge of the coast and shoals, and zeal for his Majesty's service, has afforded me the more essential confidence and assistance.

I am happy to add, that the Masters of the captured Vessels, as also their Crews, amounting to twenty English Seamen, were on board the Contre Amiral Magon at the time of capture, and are now on board the Cruizer.

I have the honour to be, &c. JOHN HANCOCK.

Admiral Lord Keith, K. B.
&c. &c. &c.

FOREIGN REPORTS.

EAST INDIES.

EAST INDIA HOUSE, SEPT. 26.

A QUARTERLY Court of Proprietors was this day held at the East India House.——A letter, written by the Chairman and Deputy to Lord Castlereagh, was read, requesting the sanction of his Majesty's Ministers to such measures as might authorize the Court of Directors in paying the tax on the profits of the Company out of their ordinary outgoings, without deducting the same from the dividends payable to the proprietors of East India stock.

Lord Castlereagh's letter, in reply to the above, was also read; in which his Lordship stated it as his own and Mr. Pitt's opinion, that it could not be done without an express Act of Parliament for the purpose; and at the same time hinted at the impropriety of urging such a question at the present moment.

The Chairman then rose and stated, that he was sorry to inform the Court of the renewal of war in India, with the Mahratta Chief Holkar; but it was with pleasure he could add, that there did not appear any probability of the war being of long duration.

A letter from the Government of Bombay, dated in May, which contained the only intelligence received by the Directors on the subject of the war, was then read. This letter stated very little more than what has already been before the public, through private channels, that in consequence of the encroachments of Holkar, the Governor General had deemed it advisable to order hostilities to be commenced against that Chieftain. The particular acts of aggression were not mentioned, as no direct dispatches had been received from Bengal, the communication having been made through General Wellesley. Orders had been issued for the British troops to penetrate into the province of Maleva; and Gen. Wellesley was on the eve of departing from Bombay, to resume his command above the Ghauts.— The Chairman then called the attention of the Court to the remuneration lately granted by the Court of Directors to the Commanders and crews of the China Ships, who so gloriously defended themselves against Linois. The unanimous resolutions of the Court of Directors were accordingly read, in which the Court's thanks for their gallant conduct were handsomely expressed, with the remuneration granted to the Captains, Officers, and Seamen, for their services on this occasion. The Chairman then paid the highest compliments to the several Commanders and Crews, for not only defending themselves against an enemy, but even *putting to flight* a Fleet of fighting Ships, purposely sent out to bring them captive into a French port; and, after a very able speech, in which he stated, that he was convinced that the Proprietors would not think the Directors had gone too far in recommending the services of these gallant heroes, who were resolved to *conquer* or *die* in defence of the Company's property. He concluded by observing, that in consequence of Sir Nathaniel Dance's ill health, that gentleman was not able to take advantage of a favourable voyage, which the Court of Directors had complimented him with, and it was therefore the intention of the Directors, as soon as they should meet again, to grant a pension of 300l. per annum to this gallant Officer, for his long and meritorious services, which he so nobly wound up by his unrivalled victory over Linois; and the Chairman stating, that he felt perfectly confident, that when at a future time he should have the pleasure of laying such a resolution before the General Court, the Directors would receive their entire approbation.

As the Court were about to rise, Sir Francis Baring begged leave to call the attention of the Court for a few moments, to the situation of Capt. Timmins, who had likewise been complimented by the Court with the offer of a favourable voyage, and observed, that the same necessity compelled him to resign his voyage. Sir Francis concluded by observing, that he hoped the Court would also consider Capt. Timmins in consequence.

No further business offering, the Chairman declared it to be a Quarterly Court summoned in pursuance of the Company's Charter, and moved the question of adjournment.

We understand the Directors of the East India Company have allowed the same gratuities to the Officers and Men of the Navy, who were passengers on

board the China Fleet, as they so liberally bestowed upon persons in similar stations serving in the Company's Ships, for their conduct during the action with Linois.

The Dutch papers state the receipt of intelligence from the Cape of Good Hope, announcing that Admiral Dekker had sailed from thence in a 74 gun Ship, as convoy, together with some armed Vessels, to six or seven large merchant Vessels from Batavia and China, bound for the ports of Holland.

Oct. 5. A Court of Directors was held at the East India House, when the following India-built Ships were taken up for the Company's service:—Scalesby Castle, 1230 tons; Surat Castle, 1140 tons. The Court also permitted Henry Bonham, Esq. to build a new Ship of 820 tons burthen, in the room of the Kent.

10. At the Court of Directors, which was held at the East India House, Capt. Rogers, of the Admiral Aplin, attended, and explained the circumstances which attended the seizure of the private correspondence. Upon his arrival at Bengal, with his Second and Third Officers, a Court of Inquiry was held upon him, upon the 18th of February, for the loss of his Ship, taken by the Psyche French Privateer, and he was most honourably acquitted. At that time, the capture of any letters on board was totally unknown to him; and, on his arrival here, he was astonished at the publication in the Moniteur, of which he had the first notice in the London prints. He states, however, that the letters so published were those sent down after the dispatch; and that he had destroyed the Company's dispatches, and all letters which he conceived to be of any consequence. As his conduct is the subject of general conversation, the following account, as it was given by him in evidence before the Court of Inquiry in India, will be read with interest:—

"We left Portsmouth on the 28th of August, 1803, and on the 3d of January, in lat. 0° 50′ South, long. 92° East, we perceived an enemy from the mast-head. We made press of sail, frequently altering our course to avoid her, as she appeared to be of considerable force. She continued, however, to chase us till the 9th, when we found, that at day-light she had got within gun-shot. It being now impossible to run from her by superior sailing, we thought we might, by a manœuvre, carry away her masts, as she seemed determined to come up with us. We, accordingly, hauled our course up, and turned all hands to quarter. The enemy now got on the Aplin's weather beam, and the action commenced. It was soon, however, observed, that our shot fell short of her, while the enemy's, from superiority of metal, had their full effect. An attempt was made to close, but the enemy prevented it by keeping his wind. I now found with concern, that all resistance was vain, and would only sacrifice the lives of my Crew, who were still willing to fight to the last; and having called a meeting of all my Officers, felt myself under the mortifying necessity of hauling down my colours. Nothing could exceed the gallant conduct evinced by my Officers during the action, and their application and perseverance during the six days' chase, when neither Officers or Men quitted the deck, as we wished to take advantage of any trifling shift of wind that might enable us to avoid the enemy. I cannot conclude this account, without acknowledging the services of Major Morrice, and the readiness both he and the rest of the passengers shewed, in coming forward in defence of the Ship. Though exposed to a dreadful heavy fire from the enemy, I am happy to add, that our loss only amounted to four killed and wounded: among these, however, I have to lament, that Captain M'Rae was killed, and Captain Amory wounded dangerously; one Seaman lost his arm, and the Boatswain was slightly wounded. The enemy had two men severely wounded. I must say, in justice to the Captain of the Psyche, that he treated us with great politeness."

In addition to the above, we learn that Captain Rogers landed in Bengal on the 8th of February, and that he was conveyed thither on board a Portuguese Ship, which fell in with the French Privateer soon after the capture of the Admiral Aplin. The Psyche carried 32 guns, well mounted, and the Aplin had only 16 small guns, mostly carronades; the highest praise was bestowed in Bengal upon the Captain and Crew, for their gallant defence of a heavy laden Ship, against a Privateer equal to a Frigate in force, well manned, and carrying such superior metal. At the time the action commenced, the ships were about a mile and a half distant, and the Aplin fired, alternately, round, grape, and double-headed shot.

The Court, in their decision, stated, that the conduct of Captain Rogers, in making so spirited and gallant a defence, was highly honourable to himself, his

Officers, Ship's Company, and Passengers, who supported him; and that not the least blame could attach to him for the loss of his Ship.

Capture of the Althea.

Extract of a letter from Captain Miller, late Commander of the extra Ship Althea, to the owner in London, dated Isle of France, May 25, 1804.—"It is with sincere regret I have to advise you of the unfortunate capture of your Ship the Althea, late under my command. We parted with the Fleet in a gale of wind on the 8th ult.; and on the 17th, in South lat. 7°, and East long. 92° 30, I had the misfortune to fall in with two French Frigates, the Belle Poule and Atalante, each 44 guns and 340 men, and after a fruitless resistance, was obliged to strike to a force so very superior, seeing no possibility of either saving the Ship, or injuring the enemy; they, with long 18 pounders, kept out of the reach of our short carronades. The Althea, accompanied by both Frigates, arrived here on the 8th inst., and has already been condemned."

The Sailors of the Royal George Indiaman, at Deptford, have preserved a 42lb. shot, fire o board from Linois' Ship; it is now slung as a trophy between decks.

Calcutta, Jan. 20. It is with much regret we have to state the loss by fire of the Ship General Baird, Captain Fleming, in Balambangan harbour. The Ships Anstruther, Captain Richardson, and Thornhill, Captain Graham, we are much concerned to add, were wrecked in the Streights of Balabec, on the 23d of September. The Anstruther, Captain Richardson, was fitted out as an armed Ship at Malacca, carrying twenty-four 12 and 9-pound carriage guns, and manned with European artillery and infantry; also native troops as marines, in addition to her crew, consisting of 100 persons: she sailed from Malacca on the 29th of August, in company with the Hon. Company's cruizer Mornington, and Hon. Company's Ship Balambangan Commerce armed Ship, and four Transports, proceeding under the orders of R. T. Farquhar, Esq. Commissioner, &c. towards Balambangan and the Eastern Isles.

Names of Persons saved.—Capt. D. Ross, Artillery; Lieut. Gill, Native Infantry; —— Hall, European ditto; Assistant Surgeon Stone, belonging to the detachment.—About 120, including Europeans, Natives, and followers.

Died on the Raft.—Mr. Hunter, Conductor of Ordnance.

Lost.—Eight or nine Europeans, and 170 Native Troops, Gun Lascars, &c.

Saved from the Wreck.—W. Richardson, Commander; J. Coverdale, First Officer; C. Richardson, Second ditto; Gunner, Carpenter, five Seacunnies, and 26 Lascars, Sepoys, and Servants.

WEST INDIES.

July. L'Uranie Frigate, one of the convoy of the homeward-bound Jamaica Fleet, sailed from Port Royal on the 24th July, for Bluefields, with several Vessels under her protection, to join the Fleet collected there. The Elephant, of 74 guns, proceeded to the place of rendezvous the preceding day; and the Inconstant on the 29th.

The Drake armed Brig is stated to have been cast away near the Island of Nevis, late in July.

The Flying Fish Schooner, Lieut. Price, has captured a French Schooner Privateer, of one gun and 37 men, and retaken two small Vessels, her prizes.

His Majesty's Ship Centaur, on the 29th of July, sent her boats into Basseterre, Guadaloupe, and cut out a Privateer Schooner, called the Elizabeth, of 14 guns, and another Schooner, under a very heavy fire from the shore; the Privateer had taken three prizes. During the fire, the Lilly Sloop of War was carried in there by a French Privateer, but not discovered by the Centaur till the morning. The Privateer that captured the Lilly was late the Duke of Marlborough Packet, Capt. Bull, taken some time ago and carried in there.

Barbadoes, July 9. His Majesty's Ships Urania, of 38 guns, Capt. Herbert; Carysfort, of 28 guns, Capt. Fanshawe; Petterell, of 16 guns, Capt. Lambourn; and Busy, of 18 guns, Capt. Clinch, have arrived with convoys: they are all gone down to Jamaica, except the Carysfort and Busy. The Hornet, of 16 guns, Capt. Shepherd, took the convoy down, and will go home with the next convoy.

Guadaloupe.—Proclamation by A. Ernouf, General of Division, Captain General of Guadaloupe and its Dependencies.

Considering that those Vessels which have communication with the Rebels of St. Domingo, can be regarded in no other light than as the enemies of France,

since all the neutral Powers, or those allied to the Republic, have prohibited all intercourse between their subjects and the Brigands, decrees,

"Art. 1. The Privateers of Guadaloupe shall detain all Vessels bound to the ports of St. Domingo in the possession of the insurgents, as well as those coming from them. That part of the island subject to France is comprehended between Cape Raphael and the Bay of Ocona.

"Art. 2. Those Vessels whose destination shall be proved for the ports, or coming from the ports, in possession of the Rebels, will be considered as the enemies of France. They shall consequently be declared lawful prizes, and condemned according to the usual forms. "ERNOUF."

Under the above Proclamation great numbers of neutral Vessels have been captured. Several American Ships have been sunk or burnt, after being plundered, and the Crews treated with uncommon severity, loaded with chains, and buried in dungeons. In removing some British and American prisoners lately from Point Petre over to Basseterre, the former were transported, while the latter were compelled to walk, and many of them sunk under the fatigue and hardships of the march.

Greenock, Oct. 8. It is reported by the different Jamacia Captains arrived here, that five or six Sail of the Fleet were taken in a calm off the coast of Florida, after getting through the Gulf, by a French Privateer Brig, of 16 guns.

By the Barbadoes papers to the 9th of August, we have received the following account of a naval action on the West India Station:—'His Majesty's Schooner St. Lucia, Capt. Bettesworth, arrived last night from Antigua; also the Byam Mail-boat. By these arrivals we learn the following particulars of a very gallant action between his Majesty's Ship Hippomenes and the Buonaparté French Brig, of 18 nine-pounders and 146 men, in which the enemy owe their escape only to the misfortune of our Ship's having too many foreigners on board, whose dastard spirit made them shrink from the action."

"His Majesty' Ship Hippomenes, Captain M'Kenzie, cruizing to windward of this island, fell in, in long. 58° lat. 18°, with the Buonaparté Brig, which, mistaking the Hippomenes for an African Ship (being disguised purposely to decoy the enemy's cruizers,) bore down on her, when a smart action ensued, which lasted for some time, and the enemy, being to windward, at length fell on board the Hippomenes. Captain M'Kenzie, with the greatest promptitude, seizing the occasion, to prevent the enemy's escape had her bowsprit lashed to his main-mast, calling upon his Crew to follow him in boarding, and secure the victory. He instantly rushed upon the enemy's deck, followed by his Officers, and about eight men only, when a smart contest ensued, and the Frenchmen were driven from their quarters, and beat abaft the main-mast. Seeing, however, that they had to cope with so few, they soon rallied, and the whole Crew being now engaged with this small band of heroes, they were almost all cut to pieces. Capt. M'Kenzie received fourteen severe wounds; his First Lieutenant, Mr. Pierce, and Purser, Mr. Collman, were killed, and the Master wounded. Thus overcome, they were obliged to retreat, and had but just time to regain the Ship, (Captain M'Kenzie falling senseless into her main-chains), when the lash gave way, and the enemy fell off, and without wishing to renew the contest, crowded all sail and escaped.

"The Hippomenes has gone to Antigua to refit, and we are happy to understand that Captain M'Kenzie, although his wounds in general are severe, and three of them in the head, is likely to recover."

AMERICA.

The American papers state, that Lieutenant Cowan, of the Leander Man of War, has explained, that the only motive of the British Officers for examining with strictness all American Vessels, is, to prevent the escape of the enemy's subjects under the cover of a neutral flag: and he further states, that when the French Frigates, which are now blockaded, shall have put to sea, the present cause of complaint will, in a great measure, be removed.

New York, Aug. 30. Yesterday morning the two French Frigates got under weigh, with an intention, as was understood, of proceeding to sea. When they arrived at the Hook, a strong Southerly breeze and flood-tide coming in, they were obliged to come to anchor in Gravesend Bay. They were at one time within about four miles of the Leander and Cambrian. When they hove in sight, the British Ships each fired a gun to windward, in token of defiance.

The French Frigates, it is expected, intend to proceed at all hazards.

Aug. 31. The French Frigates have come to their former anchorage near the city. It is said they went down for the purpose of cleaning their copper. A smart firing was heard, yesterday, which induced the opinion that an engagement had taken place: we understand, however, that it was nothing more than a sham fight between the Leander and Cambrian, just outside of the Hook, and in sight of the French Frigates.

New York, Sept. 1. Captain Story, who arrived on Thursday from Gonaives, informs us that Dessalines had declared war against the Spaniards, about the middle of July, and that his Privateers had commenced capturing all Spanish Vessels.

Important information to Mariners.—A Captain Chandler, of the American Schooner Betsey, in his voyage from Madeira to Boston, writes, that in running for the Western Islands, in lat. 39° 47′ N. long. 34° 29′ W. he met with a stupendous rock, the summit of which was more than a hundred feet above the surface of the water, which he never saw laid down in any chart.

The general opinion at New York, at the beginning of September, was, that a war with Spain is almost inevitable; but still we cannot consider it an event likely to happen; more especially if hostilities should commence between Great Britain and Spain. The disputes between the American and Spanish Governments are said to have arrived at such a point, that one of them must recede, and that one, we have no doubt, will be Spain. The possession of Louisiana is not of importance enough to induce Spain to enter into a war, in which she could have no rational prospect of success, and by which the safety of the whole of her Trans-Atlantic dominions would be endangered.

MEDITERRANEAN.

Oct. 9. The Mayor of Hull has received a letter from the Chairman of the Merchants trading to Spain and the Mediterranean, of which the following is an extract:—

It gives me pleasure to acquaint you, for the general information of the gentlemen of your place, concerned in the trade with Spain, that his Majesty's Ministers have been pleased to consent, that *even in case of a rupture* with that country, the Spanish Vessels now in the ports of Great Britain, shall be permitted to load, or take in the remainder of their cargoes, and to proceed, with passports, to the port of their destination. This measure of liberality and indulgence will be essentially serviceable to trade and manufactures; and I wish to hope, that it will produce an equally favourable effect on the disposition of the court of Spain. The Mediterranean convoy is granted by the Admiralty for the 20th inst. to sail from Spithead.

Letters received at Hamburgh from Italy, state, that Lord Nelson has bombarded Algiers, and that the Dey has submitted to terms of accommodation.

Sept. 17. Yesterday arrived the Tigre, Captain Hallowell, and the Conqueror, Captain Pellew, in fifteen days from Plymouth, to join Lord Nelson's Fleet. Arrived also the Hydra and her convoy of 32 sail, from Spithead, in twenty-four days. We are much alarmed here by an epidemic fever which has made its appearance among us. God grant we may not be visited with the same malady that now afflicts the town of Malaga.

An American Squadron continues to blockade some of the Barbary ports. A letter from an Officer of the United States Schooner Nautilus, dated Syracuse, April 17, says, "Every exertion is now making for the liberation of the prisoners taken in the Philadelphia Frigate. It is said our Commodore means to bombard Tripoli. We had a brush, not long since, with the Neapolitan Gun-boats, who very prudently kept under the guns of the batteries. I have much pleasure in informing you of several captures made by the different Vessels of the Squadron. One was a Vessel, having a Tripolitan Ambassador on board, with presents for the Grand Signior. An English Brig was also captured by the Nautilus, and a Ship by the Syren, for violating the blockade. These captures have excited much surprize in this quarter, and it is said that we have not a sufficient force to constitute the blockade. The prize made by the Syren has a considerable quantity of specie on board, and she is to be sent to the United States for adjudication.

"The whole coast of Italy is infested by pirates from Barbary. They write from Rome that three of them landed their crews, on the 10th instant, near San Lorenzo, and marched up the country four leagues, burnt and pillaged all before

them, and carried away an immense booty and sixty prisoners; among the rest, twenty young nuns, of a Carmelite convent, and ten Capuchin friars. After stripping the old nuns naked, and treating them in a most barbarous manner, they were left half dead behind them in their plundered convent. It is said, that the Cardinal, Secretary of State, has complained to our Ambassador, Cardinal Fesh, against the Governor of Marseilles, who had permitted these pirates to take in provisions and ammunition in that part. Another pirate landed in the night, near Fermo, and carried away forty young girls, their governesses, and servants, from a boarding school in the vicinity. The children belonged to the first families in the country, were all under eight years of age, and mostly intended for the religious orders. Their parents and relatives are collecting subscriptions to purchase their release."

Extract of a Letter from Mr. Hugh Mathison, dated on board the Seahorse, off Toulon, July 15, 1804.

I have volunteered my services, which have been accepted, on account of my knowledge of the language; yet as they all, except the last, ended in the capture of a few fishing Boats, which were returned, and we only had a few shot from the batteries whistling over our heads, I did not think them worthy of a letter; but as the last, of the 10th instant, was of some consequence, I give you the following account of it:

"I repaired, at nine P. M., in the Yawl of the Seahorse, in company with the Launch and Cutter, on board the Narcissus, where we joined three of her Boats, and four of the Maidstone's. At ten we put off from the Narcissus, in two divisions, Lieutenant Thompson leading, (I was second in the starboard division,) for the little port of la Vendura, from which we were distant between four and five miles, in which there were lying about thirteen Vessels, of from eighty to 160 tons, under the protection of a battery of three guns. At about twenty minutes after eleven, the enemy began firing musketry at us, we being then within thirty yards of the beach. In about five minutes they began firing from the great guns, upon which every Boat made the best of her way towards them; my Boat, luckily, pulling well, I got up at half after eleven; and immediately run under the stern of the second Vessel from me to windward, receiving a warm salute of musketry, just as I was getting forward to board, with five of my men, which knocked down two close behind me; one of whom, the son of Mr. A. Watt, of the Trinity House, was wounded in the ear. On boarding, they kept up a constant fire from the Vessels on each side of us; but the night was so dark, that they only hit one, whom I saw no more: and with the remaining two I kept possession; but finding it impossible to get her out, from the wind being dead on the shore, and the Vessels all moored head and stern, and lashed together, I went down in the cabin, and set her on fire: in five minutes the other Boats began to pour in fast, so that the French, finding all resistance vain, deserted their Vessels, and swam on shore. At forty minutes past eleven my Vessel began to blaze furiously, which gave the people on shore an opportunity of picking us off; however, their fire was warmly returned by our two Launches, with a carronade each, and some musketry.

"By midnight most of the Vessels were in a blaze, and from that time till one A.M. there was a constant fire on both sides; and then, the signal being made, we returned on board, and the Boats towed out one small Vessel of no value.

"The damage done the enemy must be at least 12,000l., as but two Vessels escaped the flames, and they were mostly deeply laden. Our loss was rather heavy; I believe, in the whole, one Midshipman and one Seaman killed; two Men missing, most likely wounded, and burnt; one Lieutenant badly wounded; five Midshipmen and Mates, and eighteen Men, wounded. The French Fleet at Toulon still keep close in."

NORTHERN STATES.

Russia and Sweden at length seem disposed to enter their Protests against the insolence of the Corsican Scarecrow, and to assert their independence. The remarks of the Moniteur, on the King of Sweden, dated August 14, 1804, were introduced with the following insolent preamble:—"Nothing could be more striking than the inconsistency of these steps on the part of the Swedish Monarch, if the stamp of folly which is impressed upon them, did not strike still more forcibly.——By what right, and with what views, do you excite the Ger-

manic Body against France? &c. &c. &c. To this bluster and rodomontade, the King of Sweden has thought proper to reply, in a tone of language which shews that the spirit of Gustavus still survives.—*(Stockholm, Sept. 7, 1804:)* "His Majesty the King of Sweden has received a report of the improper, the insolent, and the ridiculous observations which *Monsieur Napolean Buonaparte* has allowed to be inserted in his Moniteur, of the 14th of August, under the article *Ratisbon.* The tone, the style, and even the subject of this article, are all of so extraordinary a nature, that his Majesty has been yet hardly able to comprehend the object of such an act of political extravagance." This official paper concludes with ordering all diplomatic intercourse of every kind to cease between the French Legation at Stockholm and his Majesty's Government.

A boasting letter of St. Faux, Commodore of the Batavian Squadron off Bergen, appeared lately in the Dutch Journals, and was copied into the English papers. We cannot give a better refutation of it than the following Extract of a letter from an Officer of his Majesty's Ship la Chiffonne, to his friends in Edinburgh, dated Bergen, July 26, 1804.

In my last, which I was forced to conclude so abruptly, I informed you of part of our proceedings. On Sunday, the 10th of June, we left the Ethalion, watching the Corvette at anchor at the distance of three miles from her, and we sailed to cruize at sea to intercept her, in case she should escape the Ethalion. On the Tuesday after, St. Faux, a Frenchman, who commands her, and stiles himself General, sent a flag of truce to the Ethalion, pretending to believe he was the Chiffonne, though he well knew she sailed with a challenge to Capt. Adam, offering to go to sea and engage us, if Capt. A. would give his honour no other Ship would assist us; at the same time upbraiding Capt. A. of breaking the neutrality, by chasing him so closely; adding, if his force had been equal, he never would have put him to that trouble. Capt. Stewart returned a verbal message, that we were at sea waiting for him, and if he sailed he could not miss us; adding, that the Ethalion was of the same rate as the Chiffonne, and he was very much at his service: this, Monsieur le Général thought proper to decline.

To convince you the fellow had no intention of fighting, I shall only say, that when we arrived at Bergen, we found there two large Corvettes; we anchored within hail of them, and remained there nearly two weeks, during which time St. Faux never dreamed of challenging us; and when one of the Corvettes sailed, was well aware that we could not sail after her until twenty-four hours had elapsed, without breaking the neutrality. As soon as that time had elapsed, we sailed from Bergen, to take a station to intercept the remaining one, our Consul at Bergen giving us daily intelligence. St. Faux at last finding a fair opportunity, as he thought, sailed; and as soon as we received intelligence of it, which was in three hours, we immediately set off in pursuit of him, and got so near him, that he was obliged to go within the rocks. The limits of the neutrality are, I believe, a mile without them. For three weeks he tried to elude our vigilance without effect, and at last was so alarmed by our constant pursuit of him, that he landed some of his guns to form a battery, giving out for his reason, that he expected we would attack him.

For this gross violation of the neutrality he was severely reprimanded by the Governor of Bergen, Monsieur Iselberg, who instantly ordered his guns on board; and added, that his conduct formed a striking contrast to that of the British Captain's. A Danish Corporal and two soldiers were sent on board, to report if M. St. Faux should think proper to act again so improperly; yet this same paper fighting hero, after presuming to challenge us, without ever intending it, left his Corvette in a harbour forty miles from Bergen, stripped of her rigging, under the charge of a Lieutenant and twenty men, and is now travelling overland to Holland. He may certainly think himself fortunate if he arrive there, as Mr. Greig, the British Consul, informed me yesterday, that the Governor had sent orders to arrest him, as he had killed three or four horses on the road, and refused to pay for them."

Copenhagen, Sept. 15.—On the 10th another Fleet of English Merchantmen sailed through the Sound for the North Sea. The Ship of War convoying it, seized a Vessel in the Cattegat, sailing under Prussian colours, which appeared to be attended with suspicious circumstances. The Crew were made prisoners.

On the 11th inst. eighty-eight tons of silver, which had arrived here, wer transported to Elsineur, and there delivered to the English Consul, who had them immediately conveyed on board an armed English ship. It was estimated at 2 0,000l. sterling.

A letter from Petersburgh, of the 7th ult. states the arrival of a part of the Russian Fleet at Cronstadt, after having rode out the violent storm of the 2d of that month, which laid the lower part of Petersburgh under water. It is added, that another division of the Fleet is well known to have sailed for the North Sea.

By the secret Convention concluded between Russia and France, in the year 1801, the latter bound itself not to interfere in the concerns of Italy without the previous consent of the Powers most interested; and to procure for the King of Sardinia an equitable indemnity for the loss of Piedmont. The execution of this Treaty has lately been demanded by Russia, but refused.

Sept. 25. The Russian Squadron, of three Ships of the Line, and two Frigates, returned from the North Sea yesterday, and lies in our road; some of these Ships are damaged. That part of the Russian Fleet which has returned to Cronstadt, consists of seven Ships of War.

NORTH SEA.

Orders have been issued to the Commanders of all our Cruizers on the French, Flemish, and Dutch coasts, not to expose their Vessels to danger in preventing the assembling of the Invasion Flotilla, but rather to allow their uninterrupted passage along their coast, unless under strong probability of successful attack.

Yarmouth, Oct. 7. Yesterday morning arrived l'Africaine Frigate, with Admiral Thornborough; the Admiral set off immediately on his arrival for town. Sailed the Cormorant, with live stock, for the Fleet. This day sailed the Ethalion Frigate, Captain Stewart, for Sheerness; Aurora armed Ship, and Stag Cutter. The Phœbe Cutter has sent in here a large Dogger laden with goods. Remain in the Roads the Monmouth, of 64 guns, Amethyst and l'Africaine Frigates, and two Cutters.

On Friday evening, October 12, Lord Gower and suite arrived at Nelson's Hotel, Yarmouth, and on Saturday afternoon his Lordship embarked on board the Amethyst Frigate, Captain Stranger; the Frigate got under weigh about four o'clock with a fair wind. His Lordship was expected to make his passage in eight days, if the wind continued fair.

Deal, Oct. 15. Sailed this morning, the Leopard, Rear-Admiral Louis, with the Squadron under his, command, to Dungeness; also the Courageux to Plymouth, and the Greyhound Frigate on a cruize off Havre.

17. Arrived, this morning, from Dungeness, and sailed for Sheerness, the Leda Frigate; also arrived, from a cruize, the Volcano Bomb, Pelter, and Mariner Gun-brigs, and several others. Sailed, yesterday, the Blazer, Biter, Pelter, and Jackall Gun-brigs, on a cruize to the French coast.

24. Wind N. N. E. Came down from the River yesterday afternoon, and sailed with the convoy to Portsmouth, the Minorca, Oxford, Isabella, Flora, Anne, and Heron; the Devastation, Lucifer, and Volcano, Bombs, on a cruize to the French coast.

A letter from an Officer on board the Glatton to his friend in Edinburgh, dated off the Texel, Oct. 20, says—"Here we are, peeping at a dastardly cowardly enemy, superior to us in force. We have been now three weeks at anchor, the greater part of that time riding bower under, with three cables ahead, sometimes cannot see masts nor yards of Line of Battle Ships not half a mile distant from us. The enemy has five Line of Battle Ships, three Frigates, and a vast number of large Transports and armed Vessels, apparently ready for sea. They are now making some movement, and we are all getting under weigh, to take a nearer view of them. We in general lie about 14 miles distant from the Texel. This is the most turbulent, inhospitable climate I ever experienced, as we are seldom four hours without a gale of wind."

25. Sailed yesterday, after post, the Pluto Sloop of War, for Portsmouth. Sailed this afternoon, l'Immortalité Frigate, Capt. Owen, and Alonzo Sloop of War. Arrived the Prospero and Lucifer Bombs, with the Thrasher, Sparkler, and Escort, Gun-brigs, from a cruize off the French coast.

Sheerness, Oct. 28. The Defence, of 74 guns, Capt. Hope, sailed yesterday from hence to St. Helen's. On Friday the Beagle and Scout Sloops were paid

wages and bounty. Arrived the Immortalité Frigate, Capt. Owen, to repair the damages received in the late action with the swarm of French Gun-boats.

Deal, Oct. 30. Captain Owen has sailed for Sheerness, to repair the damage l'Immortalité has received in the late action; her fore top-mast and mizen-mast wounded, and bowsprit totally disabled. The following is from an Officer off Boulogne, dated the 27th, in which he says, "We can now perceive at Ambleteute 24 Brigs and Luggers just returning with the tide, also a convoy of small Lug sail Boats, &c. The enemy's Craft cut a miserable figure in a swell; if they were three miles out, I hardly think they would make a knot an hour."

Yarmouth, Oct. 30. A Vessel, supposed to be the Ceres, of Sunderland, Wm. Scrub, Master, foundered in the South Ham last night, as a Boat, with that name on her stern, is washed on shore; it is feared the Crew have perished. The Alert Cutter is sailed with Dispatches for the Fleet off the Texel.

Deal, Nov. 2. Came down from Sheerness his Majesty's Ship Romney. Arrived from Dungeness the Leopard, Rear-Admiral Louis.

Torbay, Nov. 3. Thursday night late arrived from off the coast of France, the hired armed Schooner Gertrude, Captain Tracey, belonging to H. C. Blewett, Esq; and yesterday morning early, after getting permission from the Admiral, she went round to Dartmouth to refit; wind then about N. by W., shortly after it got round to N. and N. by E. moderate. The whole Fleet, consisting of Ville de Paris, Temeraire, Prince George, Princess Royal, Prince, Windsor Castle, Venerable, Britannia, l'Impetueux, Defiance, Goliath, San Josef, Nemesis Frigate, Heron Sloop of War, Liberty Brig, and Dolly Cutter, with the Anna Maria, got under weigh. Soon after the wind got round at about E. by N. or E. N. E. and has blown all night, and continues to blow now a whole gale of wind, accompanied with a heavy sea.

Yarmouth, Nov. 4. The Exchange, Thomas Bly, Master, from the North, with coals, bound to this port, in coming for the harbour on Friday evening, unfortunately got on shore to the southward of the pier, and is an entire wreck, Crew saved. The Olive, of Hull, for this port, Allen Seager, Master, with goods, also got on shore to the southward of the pier, and is become a wreck; part of the cargo and Crew saved. The Ann, of Whitby, Thomas Ostler, from Dantzic to London, with timber, came on shore on Friday night; the cargo is likely to be saved, but the Ship, it is feared, will be wrecked; crew saved. A large Ship belonging to the Baltic convoy, which passed here the 21 instant, unfortunately got on the Newcome Sands, and is wrecked; the Crew remained on board in a very dangerous situation till last night, when they were taken out by two Boats belonging to the Lowestoffe.

5. Wind E. with strong gales. The Vessel mentioned to have been on the Sand, proves to be the George, of and for London, John Rippon, Master, from the east, with oak plank, deals, timber, staves, and linen. He struck on the Sand on Friday evening; and the people, 16 in number, remained on board till the following afternoon, when they were taken out and landed at Lowestoft; the Ship soon afterwards drifted off the Sand, and came on shore to the southward of Pakefield, where, it is hoped, part of her cargo will be saved.

Deal, Nov 5. Early this morning, in a hard gale of wind, the Duchess of Bedford armed defence ship, after breaking an anchor, drove on shore between Sanderson Castle and No. 1 Battery: the Ship lost her rudder. If the weather moderates, it is hoped she will be saved, as every assistance for preservation is given.

8. Wind S. S. W. Arrived his Majesty's Yachts, Princess Augusta and Royal Sovereign, from Falmouth. Arrived from Portsmouth, his Majesty's Ship Adamant, Capt. Burlton from Dungeness; the Vulture Sloop of War. Arrived in the Downs from the westward, a Russian Man of War, and saluted the Flag, which was returned by the Monarch, Admiral Lord Keith.

Yesterday evening the Russian Line of Battle Ship sailed to the westward, and several Gun-brigs on a cruize to the French coast, which are put back by contrary winds.

9. Arrived, l'Immortalité, from Sheerness, and the Volcano Bomb, from Dungeness; also the Preston, from the East Indies, last from Portsmouth. Sailed the Champion Frigate, Orestes Sloop of War, and several Gun-brigs and Cutters, on a cruize to the French coast, and the Romney and Adamant to Yarmouth.

NARROW SEAS.

The following, as we understand, is the plan that has been determined on respecting the Channel Fleet: The several divisions of the Fleet are to relieve each other during the winter season; by which means the principal inconvenience attending a more extensive system of blockade will be avoided, while there will be no danger of our being taken by surprise, should the enemy be induced to put to sea.

Jersey, Sept. 24. There are now in Grouville Bay, the Severn, with Commodore the Prince of Bouillon's broad pendant flying; the Mercury Frigate, Assault Brig, two Gun-brigs, and two large Cutters. A few days ago a signal was made, at five in the morning, for a Fleet of enemy's Gun-boats; fifteen were plainly seen. At half past seven the Ships in the Bay got under weigh to chase. At half past two the same day, after chasing the French under their batteries, our Ships returned to their station in the Bay. At half past two o'clock last Saturday afternoon, a shock of an earthquake was felt all over the island. At Grouville it was so violent, that it shook the doors and windows of the barracks.

Brighton, Oct. 8. We witnessed a distressing scene yesterday evening. The day was very boisterous, and we had for some time noticed a small Vessel, which was supposed to be a pleasure Boat, with some gentlemen from the Isle of Wight, very much tossed to and fro. At length they hoisted a red flag, as a signal of distress, in hopes that some Boats would be induced to put off to their assistance. It being low water, they could not make for shore without endangering the Vessel, and of course their own lives. The Sailors here all thought it too rough to venture out to their assistance, till a gentleman (whom we believe to be Lord Leslie,) begged them to go, and promised to pay them handsomely for the risk. This induced four to make the attempt. We watched the Boat from the time of its setting off, and found that it did not make way, and was still but a short distance from shore, when suddenly it disappeared. By this time the beach was crowded with spectators, and two Boats put off immediately to their assistance, and were fortunate enough to save them all. The Boat had upset, and two of the poor fellows had clung to it, while the other two endeavoured to swim ashore. We have not been able to learn the fate of the Vessel; there are various reports circulated concerning it, but not any thing that can be depended on. There was a Vessel, laden with stone, wrecked off Shoreham, and the bodies of two lads, about the age of eighteen, were washed ashore this morning.

Torbay, Oct. 15. Wind getting to about W. N. W. After the Fleet sailed from Torbay, Saturday, as I wrote you, the wind soon backened to the Southward and westward, which drove them away to leeward, as it blew hard all night. Yesterday, and till night, they were seen from the Berry Head, working to windward in order to return. Just before night his Majesty's Ship Dolphin, from Plymouth, with stores for the Fleet, arrived here. The wind failing in the night, and the flood tide making strong, they were obliged all to anchor a few leagues off Teignmouth, to prevent their driving further to the eastward. This morning the wind breezing up to the westward, they all got under weigh again, and are now returned to Torbay; but it is generally believed their stay will be short.

17. Wind S. W. S. and variable. Arrived and remains with the rest his Majesty's Ship Mars; off the Berryhead in a squall she carried away her main top gallant-mast; unfortunately, one brave Seaman fell over with it and was drowned. Another Sailor fell from the fore-yard-arm of one of the three-deckers, and sunk immediately.

On Wednesday afternoon, October 24, two Frigates off Weymouth had a sham fight, as if engaged in a real action. They fired several broadsides into each other, and occasionally, in tacking, fired stern and bow-guns with great dexterity. They finished with firing a royal salute. They went through the whole with great satisfaction to the Commanders. The sight being very novel, and the day remarkably fine, it was a great treat to the spectators.

Bridport, Oct. 28. It was strongly reported here yesterday, that the Barge conveying his Majesty on board the Royal Yacht had nearly been lost, by a sudden gust of wind coming on just as the Barge reached the Yacht, which the Seamen were not prepared for, and nearly upset the Barge, Sir H. B. Neale,

in his exertions to prevent any accident, was knocked flat upon his back, by a violent blow on his head from the fluke of the anchor. Two of the Seamen were washed overboard, and carried under the Yacht; but, on their rising, we are happy to say, they were taken up by some men in a Boat on the opposite side.

Dover, Oct. 28. The Griffin hired Cutter of this place arrived here to-day; she had been trying to get off the Conflict Gun-brig, on shore near Nieuport; but the French had got such a number of guns on the shore, and flying artillery, and such a heavy fire of muſketry, that they were obliged to give up and sheer off; the Cutter is much shattered, several large shot having gone through her, a shell having burst in her hold, and one just over their heads; she had one man killed and nine wounded, one of whom is since dead: the Lieutenant of the Cruizer lost his leg; two shrouds are shot away, and the mast wounded: they were within pistol shot of the enemy's guns.

Torbay, Oct. 31. We have had blowing weather several days past. His Majesty's Brig Liberty has run down and sunk outside the Berry one of our Brixham Fishing Sloops, belonging to a poor man, Crew saved; she has damaged her own stern so much she will be obliged to go to dock to repair.

Nov. 1. His Majesty's Brig Liberty, which ran down and sunk the Torbay Sloop, belonging to a poor fisherman of this place, on Tuesday morning, about five o'clock, was under a press of sail, wind blowing heavy, and much sea; it being dark thick weather they did not discern the poor fisherman till it was too late. Two Boys, part of her Crew, were much bruised, but all got hold of the Brig and were saved. It is hoped the Hon. Commissioners of the Navy will consider the poor man's loss.

Dover, Nov. 1. It has blown hard to the westward, which has forced our Boulogne Squadron to run for a roadstead. Several kegs of Geneva, and the wreck of a Boat, have been picked up here to day, which make us fearful that some poor fellows have been lost. Sir Home Popham is gone to take the command of the Antelope, of 50 guns.

Folkstone, Nov. 3. Friday morning Admiral Louis got under weigh for the Downs. The same day the wind shifted to E. N. E., several small Vessels got under sail for Boulogne. Towards evening it became a very strong wind; the Adder got under sail at five in the afternoon, and at ten o'clock went on shore on Romney Flats, three miles to the eastward of Dungeness Light, and, I suppose, will never be able to get off again. It still blows a hard gale of wind, and the Ships ride badly; Trusty, Euryalus, and near twenty in the whole.

5. On Saturday it blew a heavy gale of wind at eaſt, and E. by N., when every Ship was obliged to slip, and go to leeward into Rye Bay. A light Collier, that had been recaptured, was driven on shore and went to pieces, about a mile to the eastward of Dungeness, and three Men perished. A Swedish Brig, laden with brandy, is ashore at Dungeness Point; the cargo will be saved, as she is unloading. It still continues to blow a heavy gale, and the Fleet are at anchor to leeward of the Ness. Monday the wind at E. N. E. blowing very hard. The Vesuvius Bomb has loſt all her anchors, and is laying to in the Offing.

The Doris Frigate has sent a small French prize into Torbay, being one of a Squadron of thirty, of which she was in pursuit close to the French shore, when the prize left her.

PLYMOUTH.

Plymouth, Sept. 29. Sailed the Terrible, of 74 guns, Capt. Lord Henry Powlett; and the Montague, of 74; to relieve the Hero, of 74, and Repulse, of 64, which have been blocking up, with some Frigates, the ports of l'Orient and Rochefort. They carried out 20 bullocks each Ship, and vegetables for the use of the Crews of the Hero and Repulse. Put back again from the easterly winds, the Hannibal, of 16 guns, with five armed Transports, bound for the Downs.

Oct. 1. Arrived on Saturday night from off Rochefort and Isle of Aix, the Hero, of 74 guns, Hon. Capt. Gardner, having been out 14 weeks on that station, and wants water, provisions, and to have her rigging new set up and over hauled. Came in a large Hamburgh Ship, with a cargo of poor German emigrants going to Baltimore as indentured servants; but a great many, on coming ashore, have entered into the Navy at this port, and many of them into the Plymouth Division of Royal Marines, preferring our service to the chance of crossing the Atlantic; they are most of them from the interior of Germany, and good looking strong men. Came in two Chasse Marees, laden with wine, brandy, and wheat, for

the French Fleet at Brest, drove into a Bay by the Pickle, of 14 guns, Lieut. Lapontierre, and then boarded and brought out by her Boats, manned and armed. The Boadicea, of 44 guns, was in sight. Came in a fine Smuggling Sloop, called the Stag, of Palperro, deeply laden with 300 ankers of spirits, and a quantity of salt, bound from Guernsey to Penzance. She was taken after a long chase, by the armed Tender, W. Wren, Master, belonging to the Eagle, 14 guns, (Excise Cutter,) Capt. Adams, now refitting in Catwater. She had been a lucky Smuggler, and has made several successful trips in the course of the last two or three years.

2. Came in from the Fleet off Brest, the Swift, of 14 guns, Lieut. Nicholson; she left the Fleet all well on Saturday night; as did the Colpoys, of 14 guns, which left the Fleet all well on Sunday morning. Arrived this morning the following Men of War also from the Fleet off Brest and from the inshore Squadron: the Majestic, of 74 guns, Venerable, of 71 guns, and Nimble Cutter; they left both Squadrons all well yesterday morning: the enemy exactly as usual, apparently ready for sea, but have not made the least movement since last report. The Colpoys, of 14 guns, armed Ship, is ordered to get ready to carry dispatches abroad from her fast sailing. Sailed to the westward, the Lady Warren, of 32 guns, Capt. M'Kellan. Sailed for the Downs, the Hannibal, of 16 guns, and five Transports, to take in Troops. Sailed the Cockatrice, of 18 guns, with the William Heathcote West Indiaman, for Liverpool; her average was settled for the re-capture by the Agents for the Nautilus, of 18 guns, and the Underwriters, 36,000l. for the cargo, and 8,000l. for the hull, stores, guns, and tackle. Came in from a cruize, the Doris, of 44 guns, Capt. P. Campbell; and from convoying the two Bombs and three Gun-brigs to their station on the coast of France, the Scourge, of 16 guns, Capt. W. Wooldridge.

Promotions and Appointments.

(October—November.)

Capt. George Tobin (a very meritorious Officer,) is promoted to the command of the Northumberland of 74 guns, which carries Admiral Cochrane's Flag off Ferrol.

Capt. Irwin is appointed to the Dreadnought; and Lieut. Birchall, to the Matilda Hospital Ship.

Mr. Galler, Purser of the Prompte, and Clerk in the Admiral's Office here, is removed to the Inconstant.

Capt. Collier is appointed to the command of the Leander, of 50 guns, at Halifax, bearing the Flag of Sir A. Mitchell.

Rear-Admiral Douglas has hoisted his Flag on board the Hyæna, of 36 guns, at Woolwich.

Lieut. Peter Parker, son of the late Vice-Admiral Christopher Parker, is promoted to the rank of Commander, and to the command of the John hired armed Ship, at Leith.

Paris. Oct. 14. Vice-Admiral Villeneuve is appointed to the command of the Squadron at Toulon. Vice-Admiral Mississi replaces the former in the command of the Rochefort Squadron.

Sir John Orde is appointed to an important command. He is to hoist his Flag on board the Glory, of 98 guns.

Rear-Admiral Douglas, to superintend the fitting out Ships at Deptford; Sir Home Popham, to the Antelope; Capt. Talbot, to the Leander; Capt. Ed. Ellicott, to the Willington armed Ship; Capt. P. Parker, to the John, A. S.; Mr. Gawler, of the Admiral's Office at Portsmouth, to be Purser of the Inconstant.

Capt. T. Smith is appointed to the Pretty Lass; Capt. Edmonds, to the Espoir; Lieut. Read, to command the Hardy; Lieut. Shirley, to the Gallant; Lieut. Ormsby, to the Daring; Lieut. Styles, to the Europe.

Moses Greetham, jun. Esq. is appointed to succeed the late Thomas Binstead, Esq. as Judge Advocate of the Fleet.

Capt. Hoste, to the Eurydice, at Portsmouth, *vice* Nicholas, who is much indisposed; Capt. Macleod, to the Cynthia; Capt. Lea, to the Fury; Lieut. Ottley, to command the Princess; Mr. Hulbert, of the Diomede, to be Sir J. Orde's Secretary; and Mr. Dalton, of the Cerberus, to be Purser of the Diomede.

Capt. George Martin is appointed to the Barfleur, at Portsmouth; Capt. Macleod, to the Cygnet (and not to the Cynthia); Capt. Hudson, to the Bellona armed Ship; and Lieut Ayscough is confirmed a Commander, and appointed to the St. Lucia.

The Ganges, Capt. Freemantle, was this day ordered to be paid off, in consequence of her great defects. Lieut. S. G. Parsons, late of the Ganges, is appointed to the Theseus.

The King has been pleased to nominate and appoint Commodore Samuel Hood, (a Commander of the Sicilian Order of St. Ferdinand and of Merit,) to be one of the Knight's Companions of the Most Honourable Order of the Bath.

MARRIAGES.

Capt. Wilkinson, of the Royal Navy, to Miss Sophia Worth, daughter of William Worth, Esq. of Hayneford, near Norwich.

By special licence, at St. George's Church, Hanover-square, Capt. Sir Edward Hamilton, of the Royal Navy, to Miss Macnamara, daughter of John Macnamara, Esq. of Baker-street, Portman-square.

Lately, at Appleby, Lieutenant Jacques, of the Royal Navy, to Miss King, of Penrith.

At Herfted, near Havant, by the Rev. J. Phillips, Capt. Butterfield, of the Navy, to Miss Harris, daughter of the late C. Harris, Esq. of Chelsea.

The Hon. Capt. H. Gardner, son of Admiral Lord Gardner, to Miss Cornwall, sister of Mrs. Thelluson.

Lately, at Kingston Church, Lieut. J. Hellard, of the Navy, to Miss B. Betteswoth, daughter of Mr. G. Betteswoth, of Portsea.

Capt. W. Charlton, of the Navy, to Miss Davidson.

OBITUARY.

Of a fever, on the 18th of June last, in the West Indies, Mr. John Page, a Midshipman of the Fortunée Frigate, and eldest son of Sir Thomas Page, of the Royal Engineers; he was much beloved by his Officers, and his worthy Captain, Vansittart, attended him like a parent during his illness, and to the grave.

In July last, at Jamaica, Lieut. J. Davies, of the Port Mahon Sloop of War. He was educated in the mathematical department of Christ's Hospital, and apprenticed on board a West Indiaman; in which service, previous to the expiration of his indenture, he had arrived at the station of Second Mate, when (about twelve years since) he was impressed into his Majesty's service, and sent on board the Thetis Frigate, at that time commanded by Captain (now Admiral) Cochrane. That brave and intelligent Commander soon discovering him to be an able mathematician, as well as an expert navigator, and that he possessed talents in other respects of the most useful nature, though frequently by an innate diffidence, favoured him with his patronage, and took every opportunity of rendering his situation as little irksome as the nature of the service would admit. With Capt. Cochrane he continued nearly six years in the North Sea and on the American station; returning from the latter of which, his patron was removed to the Ajax, of 80 guns, when he took the subject of this memoir (then a Midshipman) with him. On the sailing of the Egyptian expedition, he was appointed acting Lieut. of the Renommé, and at the disembarkation of the troops, commanded one of the Boats employed in that service. When they had neared the shore, three of the men were killed by a ball; and before he could receive an answer to his question, whether the Boat was damaged, a shell fell in the centre of it, which killed five more, wounded eight, and sunk the Boat. The remainder of the Crew and Soldiers, however, with the exception of one, were saved by the exertions of some of the Boats. On the landing being effected, Lieut. Davies was appointed to the command of the division of Boats employed to act on the Lake Madié; in consequence of which, he resided in a tent, for several months, on the banks of that Lake, and performed the duty allotted to him to the complete satisfaction of his superior Officers; for which he was honoured with a gold medal by the Grand Sultan, as a reward for his services. On the return of the expedition, his appointment as Lieut. was confirmed by the Board of Admiralty; and

at the conclusion of the late war he retired on half-pay, and was married to a most amiable woman, a native of the sister kingdom. But no sooner did hostilities recommence, than he offered his services, and was appointed to the Port Mahon Sloop, which shortly after sailed for the West Indies, whose baneful climate has of late proved so destructive to numbers of our gallant countrymen. His constitution, enervated by fatigue and alternate residence in various climates, was unable to cope with the malignancy of its atmosphere, and a diarrhœa put a period to his existence in the prime of manhood, having only attained his 35th year.—In a letter written by him in the utmost certainty of approaching death, he displayed the most heroic fortitude, combined with a pious resignation; and although he had many inducements to attach him to this life, yet he did not suffer a single murmur, or a repining expression, to escape his lips; the weakness of his body never overcame the fortitude of his mind, which preserved its wonted strength and vigour even to his last moment.

On the 13th of August, at Jamaica, of the yellow fever, the Honourable Chas. Powys, son of Lord Lilford, of his Majesty's Ship the Fairy. We were incorrect respecting the rank of this young Officer, in our last.

Extract of a Letter from Barbadoes, dated 15th Sept. 1804.

"With sorrow I inform you of the melancholy intelligence of the death of the brave Capt. Reynolds, (son of Capt. Carthew Reynolds,) of his Majesty's Sloop Curieux, who obtained the command of her for his gallant conduct in cutting her out from under Fort Edward, Martinique, having received seven wounds in the conflict. His remains are deposited on the Diamond Rock, Martinique, and where a stone will perpetuate his memory. His funeral was conducted with as much ceremony as time would allow, and with that solemnity which real worth ever inspires. The whole of the Officers of the Centaur, and every Man and Boy in the Ship, who had been witnesses to his gallant exploits, attended; the band playing the dead march, which drew tears from every eye in the Ship. The Pall was bore by three Officers of the Centaur, and three of the Fort Diamond. Captain Maurice, Governor of the garrison of Fort Diamond, and Lieut. Sibley, his cousin, were chief mourners. Capt. Stirling, of his Majesty's Ship Serapis; Lieut. Bellamy, of the Carysfort; and Lieut. Low, of the Imogene, are among our deaths lately. Capt. Henderson, of the Guachapin, is appointed to the Alligator; Lieut. E. Woolcombe, to command the Guachapin; and Lieut. Lawrence, of the Netley, to command the Serapis. Mr. Carpenter, to be Purser of the Barbadoes; Mr. Scott, Purser of the Cyane; Mr. Rymer, Purser of the St. Lucia."

On the 16th of Oct. died, at his father's house at Stockaton, near Saltash, Lieutenant John Drew, of the Royal Navy. His family have been remarkably unfortunate; his uncle, the late Captain John Drew, of the Cerberus, was, together with another nephew, Lieutenant James Drew, drowned in Plymouth Sound; a few months afterwards, his other uncle, Captain James Drew, Commander of the de Braak, was drowned off the coast of America. We should be obliged to any of our readers who would send us a Biographical Memoir of this Officer.

On Saturday, the 27th of Oct. Mr. Watson, Master of the Pegase Prison Ship, at Portsmouth.

Lately, in the West Indies, Lieut. Charles Hayman, of the Galatea.

Nov. 1, at his lodgings, in Fleet-street, Lieutenant John Wilby, of the Royal Navy.

Suddenly, at Havant, Hants, Mrs. Matson, wife of Mr. C. Matson, Purser in the Navy.

The eldest Son of Sir S. Chambers, a Midshipman on board the Glatton, lately fell from the main chains while in pursuit of some small birds which had flown on board from the Texel, and was lost.

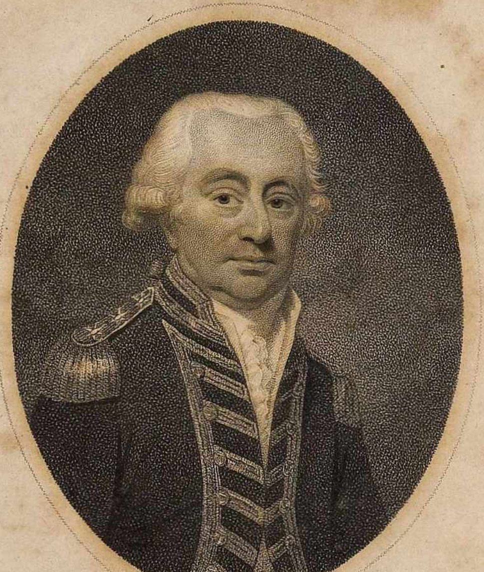
On the 3d of Nov. at his house in the Vineyard, Bath, Thomas Binstead, Esq. many years Deputy Judge Advocate of the Fleet.

The same day, Captain Apthorp, of the Navy, aged 43.

Lately, C. Adamson, Esq 44 years a Lieutenant of the Navy.

Lately, at Plymouth, Mrs. E. Date, mother of Mr Date, Merchant of the same place, and a sister of the late Admiral Jefferies of Southampton.

On Wednesday the 14th of Nov. Capt. Paget Bayly, of the Royal Navy.



Engraved by Ridley from an Original Miniature

SIR RICHARD KING BAR^{T}

Admiral of the White Squadron.

Published by I. Gold, 103, Shoe Lane, 1, Jany 1805.

BIOGRAPHICAL MEMOIR OF

SIR RICHARD KING, Bart.

ADMIRAL OF THE WHITE SQUADRON.

> "Ne'er from the lap of luxury and ease
> Shall spring the hardy warrior of the seas—
> A toilsome youth the mariner must form,
> Nurs'd on the wave and cradl'd in the storm."
>
> PYE.

IT has been observed, that, "of all public characters, he justly claims the first honours, and the first rank, in biography, who by the diligent and successful exertion of his talents, most effectually promotes the public good." In scarcely any instance could this remark apply with more correctness, than to the distinguished subject of the present memoir, who, by his professional services, through a long, very long series of years, has merited and obtained the honourable remuneration which he enjoys.

Sir Richard King, Bart. is descended from a respectable family, of Bromley, in Kent, but was born in Hampshire, in the month of August, 1730.

Of this brave Officer, it may literally be said, that he was

> "Nurs'd on the wave, and cradl'd in the storm;"

for, before he was eight years old, he entered on the toils of that service, of which he has since become a splendid ornament. In 1738, he went to sea with his maternal uncle, the late Commodore Curtis Barnet, who died in 1746, Commander in Chief on the East India station. Under the immediate eye of this gallant Commander, Mr. King first served, while he was employed in the Mediterranean, and afterwards, in the year 1744, accompanied him to the East Indies *.

* Charnock states, but we have some doubt as to the accuracy of his information, that, in 1738, Mr. King was in the Berwick, of 70 guns, at that time commanded by Captain Solguard, and of which his father was Master; and that he *afterwards* removed into the Dragon, then under the command of Commodore Barnet.

On the 5th of May in that year, the following Squadron, under the command of Commodore Barnet, sailed from Portsmouth for the East Indies:—

Ships.	*Guns.*	*Men.*	*Commanders.*
Deptford -	60	415	C. Barnet, Esq. Commodore. Captain J. Philipson.
Medway -	60	400	—— Edward Peyton.
Preston - -	50	300	—— Earl of Northesk.
Diamond -	20	120	—— John Moore.

The best account that we have seen of the early part of this expedition, in the course of which three valuable French East Indiamen were captured, is in ENTICK's *Nāval History*. Mr. King having had the honour of assisting his brave relative in the arduous service alluded to, we feel ourselves fully authorised to make the following extract from Mr. Entick's work:—

Commodore Barnet, with his Squadron, sailed from Portsmouth for India on the 5th of May, and on the 26th of the same month arrived at Porto Prayta, on the island of St. Jago, the chief of the Cape Verd Islands in Africa, subject to the Crown of Portugal. The Commodore found riding in the road of St. Jago, a Spanish Privateer, called the Amiable Maria, of 14 carriage, and 12 swivel guns, and 79 men; together with a Pink of 250 tons, under Spanish colours; which he at first took no notice of, having no intention to violate the neutrality of the Portuguese port; but being afterwards informed that the Privateer had taken the Pink, which was the Molly, of Glasgow, together with a Brigantine from New York, and burnt two other English Ships, which were all at anchor in the Isle of May, situate 33 leagues west of St. Jago, and whose men they left upon that island; the Commodore acquainted the Governor, that finding the Privateer had so notoriously violated the neutrality of the Isle of May, he did not think himself obliged to observe any with regard to her. The Commodore accordingly summoned the Privateer and Pink to surrender, which they did, and he took possession of them; the Commodore then sent the Pink to the Isle of May, for the Masters and Sailors of the British Vessels; and seeing the Brigantine in the offing, which was taken by the Privateer, and drove out of Porto Prayta Road, the Commodore sent his Tender out to retake her, which found her without a man on board, the Spaniards having escaped on shore to the town of St. Jago, where they reported, that

after the Brigantine drove out of the Bay, the seven Englishmen who were in her rose upon them, and after a bloody battle, in which *five* of the English were killed, the other two jumped overboard and were drowned; after which the Spaniards, seeing the Tender coming to them, thought proper to make their escape in the Boat, though some of the Spaniards were killed, and all the rest dangerously wounded. The Commodore put the proper Masters and Men in possession of the Pink and Brigantine, and gave them all the provisions and stores they laid claim to, together with their effects of all kinds, so far as he was able to recover them.

Commodore Barnet afterwards proceeded on his voyage, and, having doubled the Cape of Good Hope, arrived at Madagascar, where he took in water and provisions; after which the Squadron separated, with orders to rendezvous at Batavia, the capital of all the Dutch colonies and settlements in India, situate in the N.E. part of the island of Java, in 106 degrees of east longitude, and six of south latitude, the whole island being dependant on the Dutch. The Commodore in the Deptford, and Lord Northesk in the Preston, sailed with an intention to get into the Streights of Sunda, and thence to the Streights of Banca, in the latitude of 13 degrees south, and 150 degrees east longitude, while Captain Peyton in the Medway, and Captain Moore in the Diamond, proceeded for the Streights of Malacca, in the latitude of two degrees north, and 100 degrees east longitude: their design being to intercept the French Company Ships, then expected to be on their return to Europe without any convoy, the French having neglected to send any more than one Ship of 50 guns, for the protection and security of their Indian commerce. The Commodore and Lord Northesk disguised their Ships by painting and rigging them in the Dutch manner; and, in this condition, arrived at the Streights of Banca, where they continued at anchor till the 25th of January, when they saw three large Ships coming down; and soon discovering that they were French built, the Commodore concluded that they were two China Ships, under convoy of a 50-gun Ship, from Pondicherry. The Commodore got under sail to receive them, and so effectually disguised the Deptford and Preston, that the French came within musket-shot, making no doubt of their being Dutchmen, till the Commodore and Lord Northesk struck the Dutch, and hoisted proper colours; but the French were ready for firing as soon as the Commodore. The French Ships belonged to the Company, and were laden from Canton to Europe; the one was called the Dauphin, commanded by Captain Butler; the other was the Hercules, commanded by Captain Dufrein; and the third was the Jason, commanded by Captain Dalamatrie; they were about 700 tons, with 50

guns, and 150 men each, very deeply and richly laden, chiefly with tea, china-ware, and silk. Commodore Barnet gave the French Commodore a broadside, which he and his consorts returned, and a short engagement ensued. Commodore Barnet ordered Lord Northesk, at the beginning of the action, to board one of the Chinamen as soon as possible, leaving the Dauphin for the Commodore to board; but some of the first shot from the French cut the tiller ropes of both the Men of War, as they were steering on board them; by which accident the opportunity was lost, and Commodore Barnet feared some of the French would have escaped; but he soon got into a situation to stop them. The Preston was not long getting into her station; and, after a gallant resistance, the three Frenchmen struck in about three glasses; when the Commodore sent Officers and Men to take possession of the prizes, and to bring the French Captains and Supercargoes on board the Deptford, where they were generously received, and shewn all the friendship and favour the most accomplished Officers could have expected. Commodore Barnet found himself possessed of a valuable acquisition; and was informed, by the Supercargoes, that the cargo of each Ship would in France have been worth more than 100,000l. sterling.

Commodore Barnet sent his prizes to Batavia; and, notwithstanding their immense value, they were there sold for the comparatively small sum of 80,000l.

During the ensuing season, Mr. King was occupied in much active service, for which his uncle embraced the opportunity of rewarding him, by promoting him to the rank of Lieutenant. This appointment took place on the 1st of February, 1746; and a few weeks afterwards (on the 29th of April) a sudden indisposition terminated Commodore Barnet's existence. This melancholy event could not fail of being deeply regretted by our young Officer; but he had with so much diligence availed himself of the advantage which his situation and connexions had afforded him, that he could scarcely be said to need any farther instruction. He had indeed perfected himself in the knowledge of his profession, as far as the rank which he then held required.

Lieutenant King continued to serve in India, until the conclusion of the war, in 1748; and, in the year following, he arrived in England.

From this period, until the re-commencement of hostilities, in 1754, he, of course, had no opportunity of distinguishing himself. From the intrigues and ambitious views of M. Dupleix, the French Governor of Pondicherry, peace had never been completely established in India, but a species of skirmishing warfare had been continued by the two Companies. At length, the British Court of Directors applied to Government to send out a Squadron for the protection of their settlements; and, accordingly, four Sail of the Line, and a Frigate, were ordered to be equipped for this service, Rear-Admiral Watson being appointed to the command. In this expedition, Mr. King went out as Lieutenant of the Bristol. On the 9th of March, 1754, the Admiral sailed from Plymouth, with the following Squadron, with orders to put into Kinsale, to receive on board a regiment of infantry:—

Ships.	*Guns.*	*Commanders.*
Kent - -	74	Chas. Watson, Rear-Admiral of the Blue. Captain Henry Spake.
Eagle - -	60	——— George Pocock.
Salisbury -	50	——— T. Knowler.
Bristol - -	50	——— T. Latham.
Bridgewater	20	——— W. Martin.
Kingsfisher -	16	——— B. Mighell.

While at anchor at Kinsale, a violent storm came on, in which the whole Squadron was in danger of being driven on shore. The Eagle and Bristol ran foul of each other, were dismasted, and otherwise so much damaged as to be incapable of proceeding on the voyage. Notwithstanding this disaster, however, Admiral Watson sailed from Kinsale on the 24th of March, and was followed by the Cumberland, of 66 guns, and the Tyger, of 60 guns, which were sent out in lieu of the disabled Ships. Mr. King had been removed into the Tyger; but, on his arrival in India, he was received on board of Admiral Watson's Ship.

Admiral Watson's Squadron, we believe, effected nothing of importance until the spring of 1756. In the month of

November preceding, he refitted at Bombay, and made every necessary arrangement for the attack of Geriah, the capital of Angria's dominions. This place had been the scourge and terror of all the trading nations in India for upwards of a century. On the 7th of February, 1756, the Squadron sailed from Bombay; on the 11th it appeared before Geriah; and on the 12th, about noon, it entered the harbour in two divisions. The Ships, bringing up against the batteries, commenced a most vigorous cannonade, which continued with great fury till half past six in the evening, when the enemy's fire was entirely silenced. Captain King was then sent to take possession of the fort, provided they would promise to open the gates, and to permit Colonel Clive and the troops to march in. But finding that he could obtain no promise, but that of permitting him and the Boat's Crew into the fort, and knowing the treachery of Angria and his people, he returned to the Admiral, who highly approved of his conduct, and the cannonade was immediately re-commenced. On the following day the Governor surrendered the town and principal fort, on which the British colours were hoisted.

After this service, in the month of July following, Admiral Watson advanced Mr. King to the rank of Master and Commander in the Blaze Fire-ship.

About the latter end of May, orders had arrived in India for the Admiral to return with his Squadron to England; but when this became known to the Governor and Council of Madras, they were greatly alarmed for the fate of the Company's settlements, should they be left unprotected by a naval force. They therefore represented to the Admiral the perilous situation which they were in; particularly as certain advices had been received from the Court of Directors, that a large Fleet, with above three thousand land forces on board, had actually sailed from France for India; and also that, in Bengal, their affairs were in a most alarming state, the Nabob Suraja Dowla having laid siege to, and made himself master of, Calambuzar and Calcutta. From these strong represen-

tations, it was evident to Admiral Watson, that the Company's affairs in India must be entirely ruined, should he comply with his orders: he therefore resolved to risk a deviation from them, and to proceed immediately for Bengal. This was a fortunate determination for Captain King, as it subsequently furnished him with an opportunity of exerting his professional talents.

On the 14th of October, Admiral Watson sailed from Madras; but, owing to the badness of the weather, he did not reach Bengal river till the middle of December. On the 29th of that month, his Squadron brought up against the fort of Boujee Boujee. A heavy fire commenced, and continued till the evening, when the enemy's cannon were silenced: they, however, evinced no inclination to surrender, but kept up a brisk discharge of musketry and fire arrows. A council of war was then holden on board of the Kent, and it was resolved to storm the fort early on the succeeding morning. In this service, in order to strengthen the army, the Admiral landed a detachment of Seamen under the command of Captain King, for the purpose of co-operating with Colonel Clive. By a singular event, however, the fort was carried without bloodshed *.

Admiral Watson at length made himself master of all the forts below Calcutta, and then proceeded, with part of the Squadron, to co-operate with Colonel Clive in the reduction of that place. On the 2d of January, 1757, the Ships took their stations, and began a most vigorous cannonade, which, at the end of two hours, drove the enemy from their guns, and compelled them to abandon the fort. Captain King was here designated to the post of honour, the Admiral immediately landing a party of Seamen under his command, with the King's troops under Captain Coote, with whom he conjointly took possession of the fort †.

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* *Vide* NAVAL CHRONICLE, Vol. VI, pages 43 and 44.

† Captain King was dangerously ill when the Squadron sailed from Madras; but recovering, took his passage in the Protector, one of the Company's Ships, and arrived at Bengal about the same time that the Squadron did, but had the

Admiral Watson's next object was to attack the rich city of Houghley, belonging to the Nabob, and situated about 30 miles above Calcutta.—Captain King, whose credit for courage, promptitude, and perseverance, was now fully established, was selected for this service. The force which was employed on this occasion consisted of the Bridgewater, Kingsfisher, and Thunder Bomb; with all the Boats of the Squadron, manned with a hundred and fifty Seamen, under the command of Captain King, who was expressly appointed to act on shore. Two hundred European soldiers, and two hundred and eighty seapoys, also accompanied the expedition, under Major Kilpatrick. On the 5th of January, they departed from Calcutta. On the 9th, the Ships anchored before Houghley, landed the troops, and commenced a cannonade, which continued till midnight, when, a practicable breach having been made, the fort was carried by storm, Captain King, with his detachment of Seamen, first entering the breach. The garrison consisted of 2000 men, and was defended by twenty pieces of heavy cannon. The riches found at Houghley fell very far short of the expectations of the captors, the inhabitants having had time to remove them. After demolishing the fort, and spiking the guns, Captain King, with the whole of the British force, rejoined the Admiral.

Admiral Watson, as a distinguishing mark of approbation and confidence, entrusted his dispatches, containing the account of his success in re-establishing the East India Company in their settlements, to Captain King.

Our Officer accordingly sailed from Bengal, in Feb. 1757, on board a pilot Sloop, of about ninety tons. In this diminutive Vessel, he sailed round the Cape of Good Hope, during the most tempestuous season of the year; and, from the high

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mortification to find, that his Fire-ship, the Blaze, had sprung a leak, and had been sent to Bombay. By this accident he became merely a Volunteer, and, though employed on the most active and dangerous service, the Captains of the Squadron took advantage of this circumstance, in refusing him to share prize-money with them as a Captain, by which he lost many thousand pounds.

seas, and violent winds, which are known to prevail there in winter, he was frequently in great danger. Having passed the Cape, he proceeded towards England, where he arrived in July, without having stopped at any place from the time that he left Bengal; so that he was almost six months on board of a Vessel of 68 feet long and 17 broad, and so deep when she sailed from Bengal, that her gunwale was only two feet from the surface of the sea. The important news which he brought, added to his strong letters of recommendation from Admiral Watson, and the hazard to which he must evidently have been exposed in so small a Vessel, induced him to entertain the pleasing hope of being rewarded with the rank of Post Captain; but in this hope, which certainly was not an unreasonable one, he was for a time disappointed.

In 1758, Captain King was appointed to the Bonetta Sloop, of 10 4-pounders, in which he was sent to the Leeward Islands; and, on the 29th of January, in the succeeding year, he was promoted, by Commodore Moore, to the rank of Post Captain. His first appointment was to the Rye Frigate; but he was soon removed into the Ludlow Castle, a fifth rate, of 44 guns. In 1759, he convoyed a large Fleet of Merchant Ships from Jamaica to England. At the beginning of the year 1760, he was appointed to the Argo Frigate, of 28 guns, in which he for some time cruized off Brest, and, afterwards, in the North Sea, till the end of 1761. In the London Gazette, we find the following mention of a Capture made by Captain King, while on the latter station:—

Admiralty-Office, June 18, 1761.

Captain King, of his Majesty's Ship the Argo, gives an account in his letter, dated at the Nore the 17th instant, of his arrival there with the Mareschal duc de Biron Snow, a French Privateer of 15 guns, 6-pounders, (pierced for twenty,) twelve swivels, and 109 men, which was taken by the Argo on the 11th instant, after a chase of eight hours. The said Privateer sailed from Dunkirk the 7th of January last, on a cruize to the westward, and her cruize being

expired, was returning to Dunkirk, having on board seven ransomers, to the amount of 4,400l.

On the commencement of hostilities with Spain, in 1762, Lord Anson particularly recommended Captain King to his Majesty, as an Officer on whom he could depend to carry the earliest intelligence of that event to the East Indies. General Draper *, who was appointed to command the land forces on an expedition against Manilla, embarked with him on board of the Argo, which sailed from Plymouth on the 22d of February. Captain King had the good fortune, which Lord Anson predicted, to make a very expeditious passage to India; which, if he had not done, the enterprise against Manilla must have failed, as the Squadron arrived there only a few days previously to the changing of the monsoon.

During the siege of Manilla, Admiral Cornish † received intelligence, that the rich galleon, St. Philipina, was on her passage from Acapulca to Manilla. Captain King, in company with the Panther, Captain Hyde Parker, were immediately sent in quest of her; but, missing the St. Philipina, they fell in with one named the Santissima Trinidada, which had sailed from Manilla, and, having been dismasted in a gale of wind, was returning thither under jury-masts. This Ship was of larger dimensions than our 74-gun Ships, and had on board 700 men, including passengers, but only a few guns mounted. The Argo engaged her in the night, the Panther being kept back by a counter current, and in danger of driving on some rocks. The Argo, which had then only eighty men on board in health, and able to go to their quarters, received considerable damage in her sails and rigging, from the Galleon, which, the next day, sustained a severe cannonade from the Panther and Argo, before she surrendered. The two Frigates returned to Manilla with their prize, the money and merchandize on board of which were estimated at three millions of dollars.

In the mean time, the St. Philipina, on hearing of the war

* The late Sir Edward Draper, K.B. † The late Baronet.

with England, had taken shelter at Palapa, a port on the island of Samar. The governor and principal merchants of Manilla, however, entered into an agreement with Admiral Cornish and General Draper, that this Galleon should be given up to the English, with all her treasure on board, provided they might be allowed to take out of her as much money as would pay off the remainder of the four millions of dollars which were due for the ransom of the city. On the 20th of November, the Admiral and General having acceded to this proposal, Captain King, in the Argo, with the Seaford under his command, sailed from Manilla, with orders to endeavour to proceed to Palapo, in order to take possession of the St. Philipina. But, after persevering in the attempt for three months, against the monsoon, strong winds, and much rain, the Ships' sails and rigging being rotten and worn out, and the provisions almost expended, he was under the painful necessity of returning to Manilla, without the rich object of which he had been sent in pursuit.

In 1763, Captain King was appointed to the Grafton, of 68 guns, in which he arrived in England in the month of July, 1764, having the charge of the Galleon which he had captured, in company with the Lenox.

In 1771, he was appointed to the Northumberland; but Sir Robert Harland, who hoisted his Flag on board of that Ship, having engaged to take a particular Captain, Captain King was appointed to the Ardent, and afterwards to the Asia, the former Ship being directed to undergo a thorough repair. Captain King continued in the Asia, which was a stationed Guard-ship at Portsmouth, for the usual period of three years.

In 1777, he commanded the Pallas Frigate, of 36 guns, in which Ship he convoyed a Fleet of Merchantmen to Quebec. On his return in September, 1778, subsequently to the commencement of hostilities between Britain and France, he was sent with the Squadron under the command of Commodore Evans, to assist in seizing the islands of St. Pierre and Miquelon, on the coast of Newfoundland. This service

having been successfully accomplished, he exchanged Ships with Captain Spry, and, in the month of November, he returned to England in the Europe, of 64 guns.

After his return, in March 1779, he was appointed to the Exeter, of 64 guns; and, by the desire of Lord Mulgrave, and Sir William James, then Chairman of the East India Company, he was nominated to proceed as second Officer in command, under Rear-Admiral Sir Edward Hughes, to the East Indies. After his arrival there, in January, 1780, he was promoted to the rank of Commodore, with a Captain under him. On this station he continued during the whole of the war, and was engaged in all the actions with the French Squadron commanded by M. de Suffrein.

For the most complete historical account which, we believe, has yet appeared, of the proceedings of the British naval force in India, during the periods to which we have alluded, including the official dispatches of the Commander in Chief, we must refer our readers to the Biographical Memoir of Admiral Sir Edward Hughes, given in the ninth Volume of our Chronicle *. Profiting by this reference, we feel it incumbent on us to confine our present remarks to the immediate services of Commodore King. This gentleman, though constantly with the Squadron, does not appear to have had any particular opportunity of displaying his talents, until the period of the first engagement which took place with the French Fleet under M. de Suffrein. This happened off Fort St. George, on the 15th of February, 1782. Commodore King's Ship, the Exeter, received the fire of most of the French Ships, as they passed on toward the centre; and as it was evidently the design of Suffrein to disable the Exeter and Superbe, those two Ships were materially crippled. The Exeter had to sustain an unequal contest, first with three, and then with five of the enemy's Ships, the smallest of them of equal force, and superior to her in size. The Superbe also was assailed by four, possessing similar

* *Vide* p. 89, *et seq.*

advantages. The wind was at this time so calm, that none of the other Ships could get to their assistance for upwards of two hours, so that half of the British line, which consisted only of nine Sail, including the Isis, of 50 guns, could never get into action at all. The Monarca, which lay next to the Exeter, made every possible effort to protect and cover her; but what the event might have been, appears doubtful, had the same superiority of fire continued much longer. The wind at length sprung up, and enabled the four headmost Ships to pay round to the enemy, which induced the French to make a retreat. By this time, however, the Exeter was almost reduced to a wreck; her Captain (Reynolds) had been killed, close by the side of the Commodore; ten of her men had been killed, and forty-five wounded: from the number of shot-holes which she had received under water, she was under the necessity of making a signal of distress; and, had it not been for the most indefatigable exertions, she in all probability would have fallen a victim to that element on which she had sustained so glorious a conflict. Amidst this scene of horror, Commodore King displayed the most consummate bravery, the most unshaken fortitude and presence of mind. Towards the close of the action, as two of the enemy's Ships were bearing down to attack the Exeter, the Master asked him what he should do with the Ship; to which he replied, with the characteristic spirit of a British tar:—"There is nothing to be done but to fight her till she sinks!"—The Exeter, however, was preserved; but she was so completely disabled, that, for two days after the action, she was under the necessity of being towed by the Monmouth, not being in a state to carry any sail. The gallantry of her brave Commander, which so spiritedly and successfully exerted itself against a foe of such striking superiority, stands on record as an illustrious instance of British prowess, and will be looked up to as a revered example by many a future hero.

In the second action with Suffrein, which took place on the 8th of April, the Exeter did not experience so pointed

an attack; but, nevertheless, was very distinguishedly engaged, sustaining a loss of forty-four men killed and wounded.

During the latter part of the time that our Officer served in India, he had his broad pendant on board of the Hero.

On the 13th of June, 1783, the enemy's Squadron was discovered to the southward, the wind then blowing from that quarter. The Commander in Chief immediately got under weigh, and used his utmost efforts to gain the wind, while the enemy were more successful in their exertions to preserve it. From this time to the 20th, the Fleets were employed in manœuvring in sight of each other. On that day, the enemy, who still kept the advantage of the wind, showed a disposition to engage. The English Admiral immediately formed the line of battle a-head, and brought up to receive them, Commodore King commanding the van Squadron. At four minutes past four P.M. the van Ship of the enemy's Line fired a single gun to try her distance; and, although scarcely within point blank shot, their whole Fleet commenced a heavy fire, which they continued for about twenty minutes, before a single shot was returned by the British Line. A smart cannonade ensued on both sides, and continued without intermission till seven o'clock, the enemy still preserving their distance: at that hour, however, they hauled their wind, made sail, and on the following morning were out of sight.

During this indecisive contest, Commodore King very narrowly escaped being killed by the bolt of a grape-shot, which struck the speaking trumpet out of his hand, while he was giving orders on the poop of his Ship.

This was the last action of the war; as intelligence of the peace which had been made in Europe arrived in India a few days after it, and put a total stop to all farther acts of hostility.

Peace rendering a reduction of our force in India expedient, Commodore King was dispatched to Europe with the first division of the Fleet, consisting of nine Sail of the Line

and three Frigates *. He reached England on the 12th of May, 1784; and, shortly after his arrival, he had the high gratification of being introduced to his Majesty, who was most graciously pleased to confer on him the honour of knighthood, in consideration of his zealous and meritorious services in India.

In the month of September, 1787, a promotion took place at the Admiralty, by which Sir Richard King became Rear-Admiral of the White; and, in 1790, he was appointed Commander in Chief in the Downs. In 1791, he was made Rear-Admiral of the Red, and was appointed to command the third division of the Fleet at Spithead; in 1792, he experienced the farther honour of being created a Baronet of Great Britain, and was appointed to be Governor and Commander in Chief at Newfoundland. In 1793, he was promoted to be Vice-Admiral of the Blue; and, on his return from Newfoundland, being elected Member of Parliament for Rochester, he was obliged to resign that government.

In December, 1794, being then Vice-Admiral of the Red, he was appointed Commander in Chief at the port of Plymouth; and, in June, 1795, he was farther promoted to the rank of Admiral of the Blue. In February, 1799, he became Admiral of the White; and, in the month of April following, in consequence of new arrangements at the Admiralty, he was succeeded in his command at Plymouth by Sir Thomas Paisley.

Having thus accompanied Sir Richard King through his various gradations of service and promotion, we have only to observe, that his Majesty's Navy does not possess a braver Officer, or a more honourable and respected man.

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* The Hero, Cumberland, Monarca, Magnanime, Africa, Europe, Exeter, Inflexible, Sceptre, San Carlos, Naiad, and Seahorse; all of which arrived safe, the Exeter, his old Ship, excepted, which was condemned at the Cape as unfit for service.

Biographical Sketch of the late MR. HARRY PAULET *.

MR. Paulet was, in the year 1758, Master of an English Vessel in North America, and traded up the river St. Lawrence; but being taken by the enemy, he remained a prisoner under Montcalm at Quebec, who refused to exchange the Captain, on account of his knowledge of the coast, the strength of Quebec and Louisbourg, with the different soundings, &c. &c.; they therefore sent him to France, to be kept a prisoner there during the war; and for this purpose he was embarked on board a Vessel ready to sail with dispatches to the French Government. Being the only Englishman on board, Harry was admitted into the cabin, where he took notice, that the packet hung in an exposed situation in a canvas bag, for the purpose of being thrown overboard on any imminent danger of being taken. This he marked as the object of a daring enterprize; and shortly after, in consequence of the Vessel being obliged to put into Vigo, for provisions and intelligence, he carried his design into execution. There were two Men of War lying at anchor in the river, and Mr. P. thought this a proper opportunity to make his meditated attempt; he therefore one night, when all but the watch were asleep, took the packet out of the bag, and, having fixed it in his mouth, silently let himself down to the water, and, to prevent discovery, floated on his back to the bows of one of the English Ships, where he secured himself by the cables, and calling for assistance, was immediately taken on board with the packet. The Captain, highly pleased with his bold attempt, treated him with great kindness, and, in token of his respect, gave Mr. Paulet a suit of scarlet clothes, trimmed with gold and velvet, which he retained to the day of his death. The dispatches being transcribed, proved to be of the utmost consequence to our affairs in North America; and Harry was sent with a copy of them post overland to Lisbon, from whence he was brought to Falmouth in a Sloop of War, and immediately set out for London. Upon his arrival in town, he was examined by proper persons in the administration, and rewarded agreeably to the nature of his service; but, what is still more remarkable, an expedition was soon after formed upon a review of these dispatches; and the British success in North America, under Wolfe and Saunders, are in some measure to be attributed to the patriotism of Harry Paulet. For his service, Government rewarded him with the pay of a Lieutenant for life, which, with other advantages, (for Mr. Paulet had ever been prudent,) enabled him to purchase a Vessel. Here fame takes some liberty with his character, and asserts, that he used to run to the French coast and

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* *Vide* page 166 of the present Volume.

now and then take in a cargo of brandy ; certain it is that Harry was one morning returning from one of his cruizes, when the French Fleet had stolen out of Brest under Conflans, while Admiral Hawke lay concealed behind the rocks of Ushant, to watch the motions of the enemy. Mr. Paulet preferring the love of his country to his cargo, soon ran up to the British Admiral, and, demanding to speak with him, was ordered to make his Vessel fast and come on board. Upon his telling what he knew of the enemy, the Admiral told him, if he was right he would make his fortune ; but protested, that if he deceived him he would hang him on the yard-arm. The Fleet was instantly under weigh, and, by Paulet's directions to the Master, (for he was an excellent Pilot,) the British Fleet was presently brought between the enemy and their own coast. The Admiral then ordered Paulet into his own Vessel, and told him to make the best of his way ; but Harry requested of the Admiral, as he had discovered the enemies of his country, that he might be allowed to assist in beating them. This request was assented to by the Commander, and Paulet had his station assigned him, at which no man could behave better ; and, when the battle was over, this true-born Englishman was sent home covered with commendations, and soon after rewarded in such a manner as enabled him to live happily the remainder of his life. Mr. Paulet possessed a freehold in Cornhill ; and, respecting the good he did with his income, there is not a poor being in the neighbourhood of Pedlar's Acre who will not testify with gratitude some act of benevolence performed for the alleviation of his poverty, by this humane, heroic Englishman. Parsons, the comedian, speaking of the deceased, frequently declared, with much gravity, " That he would rather expend a crown to hear Harry Paulet relate one of Hawke's battles, than sit *gratis* by the most celebrated orator of the day. There was," said Parsons, " a manner in his heartfelt narrations, that was certain to bring his auditors into the very scene of action ; and when describing the moments of victory, I have seen a dozen labouring men, at the Crown public-house, rise together, and, moved by an instantaneous impulse, give three cheers, while Harry took breath to recite more of his exploits.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

PRECEDENT FOR THE SEIZURE OF THE SPANISH FRIGATES.

A PRECEDENT for the late seizure of the Spanish Frigates may be found in the history of the war which began in 1755, and

which the late Earl of Chatham conducted so gloriously. In that year, the Marquis de Mirepoix was a resident Ambassador at our Court. He was, says the historian Smollett, himself deceived by the *ruses*—the fallacies of his own Court, and wished us to believe that all was peace!—But what was the fact?—We were then trifled with by the Court of Versailles, and we have latterly been by the Court of Madrid. There was then no formal declaration of war, and the first annunciation of hostilities was contained in the letter of Admiral Boscawen, stating, that he had captured the French Ships of War, the Alcide and the Lys, off the coast of Newfoundland. This, says Smollett, was complained of in Paris as a breach of national faith—but it was justly retorted by the English, that their encroachments in America had rendered reprisals both justifiable and necessary.

EXPLOSION MACHINERY.

THE most formidable engine of this description perhaps ever constructed, was that used to destroy the bridge of Boats at the siege of Antwerp, in 1585, which an author of that period states to have been a Ship, strongly timbered, containing a vault or arch of stone and mortar, filled with 200 barrels of powder, over which were placed large stones of all forms, cannon-shot, iron chains, &c. sufficient to destroy a whole city, that were exploded by a secret fusee, contrived so as not to set fire to the charge till the Vessel came in contact with the bridge, which it blew to atoms.

INSTANCE OF GENEROSITY.

AN instance of generosity, which reflects equally on the donors and receiver, occurred on board the Lively Frigate. The Captain, Officers, and Crew, subscribed nearly 50l. to Thomas Tough, a Marine, in testimony of their admiration of his brave and meritorious conduct in the action with the Fama Spanish Frigate, in which he lost his arm. This is truly bravery fostered by the hand of humanity and benignity.

PORPOISE AND CATO.

THE shoal on which the Porpoise and Cato were wrecked is about five miles long, stretching N.N.W. and S.S.E. in lat. 22° 20′ south, and long. 155° 42′ east from Greenwich.

BOULOGNE SQUADRON.

An Officer belonging to the Squadron off Boulogne writes as follows:—

In addition to the Officers employed off Boulogne, mentioned in Lord Keith's official letter of the 3d inst., the following gentlemen were not only volunteers on the occasion, but actually employed

and charged with conveying in carcasses for the purpose of destroying the enemy's Flotilla, and consequently shared the dangers of the night:—

Leopard—Lieutenants Elliston and Pearce.

Veteran—Lieutenants Orchard and Bridges; Mr. Rooke, Midshipman.

Leda—Lieutenants Parker and Mainwaring; Messrs. Lloyd and Crawford, Midshipmen.

Euryalus—Lieutenants Tucker and Williams; Acting Lieutenant —— Sibthorp.

Adamant—Lieutenants Campbell and Williams.

Ardent—A Lieutenant, name unknown; Mr. Bowen, Master's Mate.

PLIABILITY OF THE COURT OF MADRID.

THE following is one of the many instances of the imbecility, or of the pliability of the Court of Madrid, to the purposes of the French Government, which call loudly for some redress:—During the short interval of peace between Great Britain and France, the French Ship Benjamin was chartered to carry a cargo of brandy from Cette to Guernsey: in the prosecution of her voyage she was by stress of weather forced into Malaga; soon after which the renewal of hostilities took place, when a proposal was made to tranship the cargo to its port of destination in a neutral bottom. The French Commercial Agent, however, interfered, and, disregarding the protection of a neutral port, insisted on taking possession of the brandy, until it should be proved not to belong to any British subject: and as no resistance was made on the part of the Spanish Government, this property is still detained, and the proprietors have recurred for indemnity to the underwriters in London, who have honourably paid the amount insured, and presented a memorial to the Secretary of State, requesting his interference in procuring restitution for this flagrant outrage.

EXETER, EAST INDIAMAN.

THE Exeter Indiaman was extremely leaky in her homeward voyage from China; indeed so much so as to create serious alarm to the Commander. At length, after many ineffectual efforts to discover the cause, Abdallah Seyd, an Arab pearl diver, a Lascar on board, undertook to examine her bottom, fore and aft, while on her course; which having done, he found a small space under her bilge, abreast the fore-chains, where both copper and sheathing were off for a foot and a half. The plank he described as quite rotten, having run his knife completely into it. He afterwards, assisted by Raw Soor, another Lascar, got a piece of deal board, with some fearnought

and tarred oakum on the inner side, nailed, which completely put an end to all further apprehensions.

FIRE SHIPS.

THE French at this time know but little of the use of Fire-ships; the last experiment of this kind that they made was at the siege of Quebec, in the war of 1758, when they sent three Fire-ships down the River St. Lawrence, with the hopes of destroying the British Squadron there, under the command of Admiral Sir Charles Saunders; but that gallant Commander no sooner saw the enemy's Fire-ships coming down with a fair wind and tide, than he sent out his Boats to board these Vessels of destruction, who bravely navigated them through our Squadron, and then quitting them, saw them all blow up about a mile below, accompanied by the universal cheers of the British Fleet!

ACCIDENT TO AN ENGLISH CUTTER OFF HAVRE.

THE Minister of Marine has published the following report, relative to an accident which has happened to an English Cutter off Havre, and of the affair which was the consequence thereof:—

Reports from the MILITARY COMMANDER *at Havre to the* MARITIME PREFECT *at the same Port, Sept.* 26.

"I have the honour to inform you, that, yesterday, at three P.M. the wind being E.N.E. fresh fine weather, and the enemy's Squadron off this port, consisting of two Ships of the Line, one Frigate, and several smaller Vessels, I perceived that one of their Cutters, of 16 guns, struck on the western extremity of the Bank of Ratier. Captain Hamelin immediately left the port, with three armed Pinnaces, to attack the Cutter, whilst several of the enemy's Launches went to her assistance. Captain Moncabrie, who commands a division of the Flotilla moored without the port, on seeing this movement, got under weigh with a part of his division, himself going on board No. 271, with Captain Perridier, to attack the two armed Brigs, which bore up to assist the Cutter. Captain Rheidellet, with two Pinnaces, manœuvered to cut off the English. The enemy's Ships and Frigates made every exertion to support their Vessels and Boats; but, at half past three, our Vessels being within shot of the Cutter, fired upon the Brigs and Launches, which endeavoured to get her afloat. The latter were obliged to abandon her, and made all the sail they could to join their Squadron, assisted by their oars. Our pinnaces fired upon them, covering them with grape-shot, and pursuing them till they were protected by the fire of their largest Ships. I saw several of the enemy's Boats turn, from the effects of our fire striking the men at the oars.

They only escaped by throwing overboard the mails and other effects, which they wanted to save from the Cutter. Our Vessels were going to board her, when the Commander perceived she was on fire, on which he determined to keep at a distance, and at six P.M. the Cutter blew up. I am informed that some Seamen were hurt by the explosion. Messrs. Hamelin, Moncabrie, and Perridier, speak in very high terms of the Officers, Seamen, and Soldiers, under their orders, who obeyed their commands with the greatest zeal.

"MONTAGNES LAROQUE."

DISCOVERY OF A ROCK, LAT. 39° 47′ N., LONG. 34° 29′ W.

The following article, furnished by Captain Candler, who arrived at Boston, Aug. 8, in the Schooner Betsey, from Madeira, is taken from the New York papers:—

"On the 29th of May, I was running for the Western Islands, when I made something, which appeared like a sail; but as I approached it nearer, discovered it to be a rock, the top of which was nearly 100 feet out of water, and, from appearance, deep water all round about it. It blowing very hard, I was not able to sound, or examine the rock any further than by running within a cable's length of it on the northern side. By observations, I found it lay in lat. 39° 47′ N.; and, by calculation, in long. 34° 29′ W. The situation of this stupendous rock may be relied on, as I was very particular in my course and distance, till I made the land, which was the third day after; I then made Fayal. As I never saw a rock laid down in this situation, I think it my duty to give this information to the public.

"JOHN CANDLER."

THE LATE CAPTAIN WESTCOTT.

THIS respected Officer, who closed his mortal career in the memorable battle of the Nile, was the son of a baker, at Honiton, in Devonshire. Being led by his profession to a connexion with the millers, young Westcott used frequently to be sent to the mill. It happened in one of his visits, that by the accidental breaking of a rope, the machine was disordered; and neither the owner nor his men being equal to the task of repairing it, Westcott offered to use his skill in splicing it, although attended with danger and difficulty. The miller complied, and the job was executed with such nicety, that he told him "he was fit for a Sailor, since he could splice so well; and if he ever should have an inclination to go to sea, he would get him a berth." Accordingly an opportunity presented itself, of which the lad accepted; and he began his naval career in the humble capacity of a cabin-boy; a situation the most common in the Ship, and not much

calculated to afford vent to the expansion of genius. But he contrived to exercise his abilities to such good purposes, and discovered such an acuteness of understanding, that he was, in a very short time, introduced among the Midshipmen ; in which rank his behaviour was so conciliating and prudent, that further advancement followed. Since that time he became so signally conspicuous, both for his skill and bravery, that he gradually, or rather hastily, continued to be promoted, until he reached that honourable station in which he lost his life. Had he survived the battle, his seniority of appointment would have obtained him an Admiral's Flag ; but, alas! human expectations end in the grave !

LORD CLARENDON.

LORD Clarendon, in his preface to the History of the Rebellion and Civil War in England, thus delivers his sentiments respecting the necessity of supporting the Naval Force of Great Britain.

"Well may other Princes and States, whose situation require it, find it their interest, for the preservation of their credit and reputation among their neighbours, to keep constantly in pay great numbers of land forces ; in which they are still vying one with the other, and boasting who can raise his thousands, and who his ten thousands ; but they will be found but young statesmen for our Government, who can think it advisable, that the strength of this Island should be measured by proportions so unsuitable to its true glory and greatness," &c. Vol. I.

THE NOTED BLACKEMAN.

AS every particular concerning this enterprizing enemy cannot fail to be highly interesting to our readers, we are happy to have it in our power to present them an accurate account of him and his Vessel, with some particulars of his capture.

Jean Blackeman is a native of Dunkirk, is 32 years of age, and has been constantly at sea, with very little respite, for nearly twenty years : his correct knowledge of our coasts, with the tides, and every particular of our coasting trade, was obtained, not from ever having been a smuggler, but having in the early part of his life been employed in fishing Vessels that came over to the coast of England and Scotland; and his knowledge was improved to a perfection scarcely credible, by his being, in the beginning of the late and present wars, in a small Privateer that kept constantly close in with our coast.

The trade from London to Berwick, in the Smacks, were his favourite objects, not only from the value of their cargoes, but because they required only a few hands to manage them, and were besides almost sure, from their good sailing, to escape our cruizers, and get in

safety to the ports of France or Holland. He was equally well acquainted with the Baltic and coal trade: light Colliers he was averse to take possession of, unless the wind was fair for France, on account of being encumbered with prisoners, and besides parting with his own men. He has even, on some occasions, been averse to them when loaded, when he had more valuable game in view.—The Baltic Fleet was the immediate object of his present cruize, and his station was to keep in the latitude of Flamborough Head, out of sight of land, and he had ascertained the time of their arrival on his cruizing-ground to a day; this led him to quit Dunkirk sooner than he would otherwise have done, as it was his intention to bring 200 men to sea in his Vessel: the difficulty he found, under the present system of France, to procure men, led him to send a confidential Officer of the Privateer to Holland for that purpose, and he is yet there; but Blackeman was so fearful of losing his prey, that he put to sea without him, having collected about 80 men, of all countries, from the different neutral Ships, and cleared the jails in Dunkirk.

He was returning from his cruize sooner than he intended, on account of the strong easterly wind, which was unfavourable to his getting prizes in; and also in hopes to find his First Lieutenant arrived from Holland with the men, when he intended putting to sea again without loss of time.

When we consider the influence and means the riches of this man gave him in fitting out his Vessel, and getting her manned, with her force and superior sailing, added to his knowledge of our trade and coasts, we cannot but hail his capture as a most fortunate event to the commercial interests of this country, which must have suffered materially during the winter, from his depredations.

It is a circumstance, also, in which we have much to rejoice, that he fell in with the Cruizer, which is, perhaps, the only Vessel in those seas that could have come up with him. It is worthy remark, that during the long and anxious chase, the Masters of the English captured Vessels, who, with 20 English Seamen, were in the Privateer's hold in close confinement, expressing their fears that the English Vessel in chase would not come up with Blackeman, as they had before run from every thing they saw with great ease, when one of them replied, "I have little hopes, indeed, unless it should fortunately be the Cruizer, for she sails like a devil!"

We cannot convey to our readers an adequate idea of the feelings of those of our unfortunate countrymen—the horror of a French prison before their eyes! of being separated from all that was dear to them, with the alternate hopes and fears excited by what they heard going on upon deck, forms a most interesting picture of their anxious

sufferings. At one time they heard them cutting away their Boat, and trimming Ship, sawing down the gunnels, &c. to make her sail faster; this was considered a good symptom, but the next moment destroyed this hope, by hearing the people on deck say, "Now we leave her." When the topmasts broke it was a joyful sound to these poor fellows; but this was succeeded by a report that crushed all their hopes; some one on deck called out, "She has passed us! now cut away our cable, clear the wreck, and all hands come up to make sail!" A few minutes after, however, they saw the Frenchmen begin to lash up their bags; this they knew to be a sure forerunner of their liberty, and immediately heard the Cruizer hail, and order him to strike; they could contain their joy no longer, and a hearty and heartfelt huzza burst forth spontaneously from all, as this crowned their hopes, and confirmed their liberty.

The chase continued near nine hours, in which both Vessels ran more than ninety miles. The wind freshened considerably during the latter part of the chase, and the Cruizer lost most of her studding-sail-booms, her main-top-gallant-mast, and fore-top-sail-yards, and had at one time four feet water in the hold, from the quantity of water she shipped.

Le Contre Amiral Magon was built by Blackeman's brother, who is a Shipwright at Dunkirk, about two months ago; and nothing can prove stronger the want of seasoned oak in France, than the declaration made by Blackeman himself, that he was obliged to send 200 miles, to collect as much seasoned wood as would build this Vessel, being determined she should not be built of fir or green wood, but of the best materials that could be procured in France. She is admirably well put together, well found in stores, provisions, &c.—One-third of her belonged to Blackeman, one-third to a Mr. Defries, and the other third was divided amongst a number of adventurers at Dunkirk, all of whom were eager to have a share of a Vessel commanded by so fortunate and able a Commander.

Blackeman formerly performed with great *eclat* at the Theatre at Dunkirk; but at the breaking out of the Revolution, the Theatre being but little frequented, and the war with us following soon after, he, knowing something of nautical affairs, engaged, with some others, to try his fortune by privateering, but adopted a different method from Paul Jones, who was an Englishman and a fighting man; for every Vessel which Blackeman took was by trick and finesse: by which method however, he was so successful, that he sported two carriages, and lived in an elegant house, at the corner of the principal street, leading from the town into the Basse Villa, and was respected as one of the principal merchants there.—He stands about five feet

nine or ten inches high, is of slender make, dark complexion and ordinary visage, and appears about forty-five years of age. In his manners he is genteel, is of liberal education, and of good abilities. He constantly boasted, that with a Fishing Smack not worth 600l. he would at any time take an English Merchantman worth as many thousands; and that, therefore, he little regarded being taken, (which he was three times last war,) and remaining in an English prison two or three months, particularly as he could depend upon his partners at home, that they would make the most of the prizes which he sent in; the number of which, during the last war, amounted to thirty-four, of different descriptions.

Extract of a Letter from Yarmouth, November 23, 1804.

"On reading the public papers of Tuesday, the 20th inst., I was surprized to see the very incorrect account of our taking the Contre Amiral Magon. In the first place, the Cruizer is far before a Gun-brig; the Cruizer is a Sloop of War, and carries 20 guns, sixteen 32-pounders, two 12-pounders, and two long sixes; she has a Captain and Purser, with other Officers, which a Gun-brig has not.—The observation about the number of captures he (Blackeman) has made is right, but the Vessel has not been off the stocks at Dunkirk more than two months, and sailed alone; she had been eighteen days at sea when we captured her, and had taken three prizes, two of which are retaken, and now in Yarmouth Roads. Blackeman is not an Irishman, nor were his Crew any other than French, Dutch, Danes, Swedes, and Americans, seven of whom immediately entered for the Cruizer, and more wish it. His Vessel, so contrary to being like a Fisherman, is completely like a Man of War. The Cruizer was never sent to look for him particularly; she commands a Squadron blockading Ostend, and was lying to about five miles from it when the enemy was discovered, which was on Friday night, and we took her on Saturday morning; we had no action with her; we fired three guns, 32-pounders, over her; she fired not one gun; they did not take so many prizes as they could man, as was stated, having only 19 men away in prizes, and 67 remaining on board. It is true Blackeman is one of the Legion of Honour. The Contre Amiral Magon is quite new, was built at Dunkirk, by Blackeman's brother, of the choicest materials, and he did intend to carry 200 men in her, but could not get them, Sailors are so scarce in France. He is now on board the Monmouth, his Officers have parole, and are going to Wales, all except the Clerk, and an Officer of Grenadiers, who was on board for pleasure. The Anacreon Brig is the Vessel he did so much mischief in, and is now repairing at

Dunkirk: some of the Officers told me that they all despise their Usurper: they all speak English, as do most of the men—their orders and *duty* on board were always given in English."

CORRESPONDENCE.

MR. EDITOR,

AS you have occasionally reported the progress of the Russian Navigators, in the voyage which they are now performing round the world, and as in all probability you will again have occasion to advert to this interesting subject, I have taken the liberty of transmitting to you the following account of their object and destination. It is copied from TILLOCH'S *Philosophical Magazine*, a publication truly respectable; and, from its apparent accuracy, and the important information which it contains, can scarcely fail of being acceptable to the readers of the NAVAL CHRONICLE.

I am, Sir, with respect,

Yours, &c.

Rotherhithe. A CONSTANT READER.

THE great number of establishments which the Russian American Company, encouraged by the favourable result of its fur-trade, has formed in the course of a few years past, on the north-west coast of America, from Cook's River to Norfolk Sound, and the great increase of the Seamen and other persons in their service, render it necessary to send thither a large quantity of European manufactures, ammunition, and even provisions, for no corn is cultivated either in the Aleutian Islands or on the American coast. A dock for Ships has, however, been constructed at Prince William's Sound, where Vessels of 250 tons are built; but no materials for constructing and rigging Vessels can be found, except timber. Hitherto the Company's establishments have been supplied with necessaries and stores through Iakutsk and Ochotzk; but the great distance, and the difficulty attending the transportation of them, for which four thousand horses are annually employed*, raise

* Those who have read Muller's, Lessep's, and Billing's Voyages, must know, that from Iakutzk to Ochotzk there is no road for carriages, and that all goods must be transported on horseback: each horse carries about five pood, and with

the price of the articles even at Ochotzk 560 per cent. and more. A pood of rye meal, for example, costs five rubles, a pood of tobacco twenty-five, and a gallon of brandy twenty rubles, &c. These articles also, when they have got half way, are frequently plundered: and a remnant only, which has been saved, reaches Ochotzk. It appeared at first, that to send thither anchors and cables would be almost impossible; and as those articles could not be dispensed with, it was necessary to have recourse to means which occasioned the loss of many Ships: cables were cut into pieces of seven or eight fathoms, and afterwards joined when they reached Ochotzk; by which process they always lost some part of their strength. The anchors were also transported in pieces, and afterwards welded; but, in consequence of the want of good workmen, they were put together in a very imperfect manner. But however difficult and expensive the transportation might be to Ochotzk, it was still more so to the islands and the coast of America. The ignorance of the greater part of the Commanders, and the stormy nature of these seas, which renders it dangerous during the greater part of the year for such Vessels to navigate in them, occasioned every year the loss of a great many Ships, and of the valuable cargoes with which they were laden; even at present no intelligence has been received these three years from Kodiak, and therefore it is not impossible that the Vessels expected from that place have perished.

This trade, however, which, notwithstanding difficulties that might have discouraged a nation possessed of a less enterprising spirit than the Russians, produces great profit to those engaged in it, and would no doubt be attended with still greater advantages, were those obstacles only in part removed; and since the fur-trade has been carried on not by individual Merchants, but by a Company, some measures have been adopted which cannot fail of having a very happy influence on the progress of their commerce. The Company have taken into their service an Englishman, who constructed on the coast of America a very fine Ship, which he commands himself, and who has entered into a contract to build more. They supply the Captains of their Ships with the best sea charts, the necessary mathematical and astronomical instruments, the latest voyages, and the best books which treat on the subject of Navigation. But it was only since the accession of the present Emperor, (who interested himself in a particular manner for the success of the American Company, took a share in it, and encouraged

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such a load can travel twenty versts a day. The carriage is a copec for each verst; one driver is allowed to six horses, besides another on which he rides, and he carries with him two relay horses. Ochotzk is a thousand miles distant from Iakutzk.

others to do the same, and on whose protection dependence can be placed,) that the Company has exerted itself with zeal and activity to give a new form to this trade, so long and so much neglected.

Nothing therefore was more natural, than that their first object should be to supply with the necessary stores and provisions those colonies which were first established, and which, in an inhospitable country destitute of every thing, must soon have fallen to ruin; to place them in a proper state of defence against the attacks of the natives, to which they are so much exposed; to procure to their agents better means for building Ships; to supply them with good tackle, anchors, and cables; and to give them more skilful Commanders and more expert Seamen.

In the month of March last year, when the Emperor granted permission to the Officers and Sailors of his Navy to serve on board merchant Ships, the Company engaged a very expert Navigator, M. Chuvastof, whom they sent along with a Midshipman, named Davidof, to Ochotzk, to assume at that place the command of one of their best Ships. The Company, however, would not have entirely accomplished the object in view, had they not, in order to supersede the necessity of the difficult and dangerous land carriage, resolved to dispatch Ships direct from Cronstadt to the north-west coast of America, which, after delivering their lading, were to take on board a part of the furs which are collected in larger quantities in the islands and on the coast, than can be disposed of at Kiachta, and to convey them to Canton, to be exchanged for Chinese articles, which not only find a ready sale in Russia, but can be sold at a very great profit. Under the reign of the late Emperor, Captain-Lieutenant Von Krusenstern, a meritorious Officer, who served several years in the British Navy, and had made a voyage to India and China, transmitted to Count Kuschelef, then minister of the marine, a detailed plan for a voyage of this kind; but, in consequence of some causes which are not known, it was never carried into execution. Since the accession of the present Emperor, this plan, and the representations made on the same subject from other quarters, were thought worthy of a more minute examination. Admiral Mordvinof, who succeeded Count Kuschelef in the naval department, was desirous that the first voyage might be undertaken by Government: and this would have been the case, had not the American Company offered to fit out two Ships at their own expense; an offer which the Government immediately accepted, and at the same time advanced to the Company for this undertaking the sum of 250,000 rubles, at five per cent. interest, for eight years.

As there were no Ships in Russia fit for the purpose, it was resolved that two should be purchased in England. Captain-Lieutenant

Lisianski, destined to command one of the Vessels belonging to the expedition, was for this purpose sent with M. Rasumof, an eminent Ship-builder, to this country, where they bought, for 5000l. sterling, the Leander of 470 tons, three years old; and for 17,000l., the Thames, of 430 tons, built twenty months. The sheathing with copper, and the repairing of these Ships, cost about 5000l. more. The name of the former was changed to the *Nadeshda* (the Hope), and the other to that of the *Neva*, and both were to proceed to Cronstadt as soon as the season would permit. The names of the Officers appointed to the Nadeshda were as follow:—

Krusenstern, Captain-Lieutenant, Commander.
Radmonof, Romberg, Solovaschef, Lovenstern, Lieutenants.
Bellingshausen, Midshipman.
Kamenschikof, Pilot.
Bistram, Garde Marine.
Dr. Espenberg, Surgeon.

Those appointed to the Neva were:

Lisianski, Captain-Lieutenant, Commander.
Arbusof, Lieutenant.
Berg, Druskofskoi, Midshipmen.
Kalinin, Pilot.
Dr. Labaud, Surgeon.

While the Ships were getting ready, and other preparations making for the voyage, the Government resolved to embrace this opportunity of sending an Ambassador extraordinary to Japan. The trade with these rich islands seems to promise the greatest advantages to the American Company. The neighbourhood of Kamtschatka, which produces so many articles suited for the Japanese market, such as furs, the teeth of the walrus, whale's blubber, salt fish, &c., must be very favourable to this branch of the Russian commerce. The attempts made from time to time, by individual Navigators, to open a commercial intercourse with the Japanese, are well known; and also the mission of Lieutenant Laxman, who was dispatched by Government, in the year 1792, for the purpose of carrying home some Japanese who had been wrecked on the Russian coast. The favourable answer given to the request of the Russian Government, for leave to send a Ship every year to Nangasaki, certainly affords reason to hope, that a solemn embassy, attended with the necessary pomp and splendour, and accompanied with valuable presents, will make a still greater impression. The Counsellor of State, Resanof, whom the Emperor had nominated

one of the Lords of the bed-chamber, was appointed to this important and honourable mission. To receive a favourable reception to his propositions, he has not only carried with him a great many valuable presents, but also some Japanese who were wrecked in the year 1793 on the coast of the Andreanofskoi Islands, and who, since 1797, resided at Iakutzk. As the Ambassador took his passage on board the Nadeshda, the return of the Vessels, in consequence of the embassy, may be delayed a year longer than it otherwise would have been; and on this account the Emperor has engaged to defray the whole expense of this Vessel; but he allowed the Company to send out in her, without paying freight, as large a quantity of goods as she could conveniently take on board.

The lading of both Ships consists of iron, sail-cloth, anchors, cables, ropes for rigging, gunpowder, cannon, muskets, pistols, sabres, flour, wine, rum, French brandy and other spirits, coffee, sugar, tea, and tobacco; all kinds of tools and instruments proper for mechanics; and various articles fit for carrying on trade by barter with the natives of these islands and of the coast of America. The Company engaged two Ship Carpenters, together with Locksmiths, common Smiths, and Carpenters, who will settle in America, and be conveyed thither by these Vessels.

The following is the route of the voyage:—Both Vessels double Cape Horn, and proceed to the Sandwich Isles, where they will separate: the Nadeshda will then direct her course to Japan, to land the Ambassadors, and go to winter at Kodiak. The Neva will sail straight from the Sandwich Isles to Kodiak, and at the proper season proceed to the coast of America: she will winter also at Kodiak. In the month of April the second year, both Ships will steer for the coast of America, in order to visit the different Russian establishments, and to take in the lading destined for China. In the month of August they will direct their course to Canton, and, having exchanged their American for Chinese articles, will return the third year to Russia by the way of the Cape of Good Hope.

Both Ships sailed from Cronstadt on the 26th of July, 1803. The presents carried out by the embassy, for the Emperor of Japan, were selected from among the curiosities preserved in the hermitage of the imperial winter palace; and in the choice of them great attention was paid to the taste of the Asiatics. Among them is a beautiful piece of mechanism representing a peacock of the proper size, which spreads out and folds together its magnificent feathers with the most perfect imitation of nature; it is surrounded by a great many small birds, which all move in the easiest manner, and emit the notes peculiar to each: this beautiful automaton was purchased by Catharine II for 15,000 rubles.

The number of the Japanese wrecked on the coast of Russia amounted to sixteen *, but four of them afterwards died: of the remaining twelve, four embraced christianity; only three of them resolved to return to their own country, and even one of these will accompany the embassy back to Russia. They have made themselves pretty well acquainted with the Russian language, and may be of great use as interpreters †.

But besides the commercial and political objects of this expedition, it is destined to promote the cause of science. The Emperor, desirous that so favourable an opportunity of enlarging human knowledge might not be lost, invited scientific men to take a share in it. M. Tilesius of Leipsic, and Dr. Horner of Hamburg, were accordingly engaged to accompany the expedition, the former as naturalist, the latter as astronomer. The two Surgeons, Dr. Espenberg and Dr. Labaud, are also men of talents, who will keep regular journals of every thing remarkable that occurs. The latter had left Petersburg on a literary tour to Paris, and had reached Riga, when he was overtaken by a courier, who brought him a commission as Surgeon on board one of the Vessels ‡.

The chief of the expedition, M. Von Krusenstern, is not only an expert Navigator, but a man of excellent character, and inspired with great zeal for the success of the expedition, which he once proposed himself. He married not long ago a respectable lady, whom he was obliged to leave behind him in Russia, because he had given up his

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* According to some accounts, they arrived at Irkutsk in the month of September 1794.

† The situation of the Japanese who have remained in Russia was determined in the following manner by an ukas of August 12, 1803:—One of them who, at baptism, assumed the name of Kolotygin, and who had been before appointed teacher of the Japanese language at the school of Irkutsk, with a salary of 200 rubles, returns to his post, and besides his salary, will receive a pension to the same amount during life. The other eight: Andrew Kondratyef, Ivan and Semen Kisselef, who have embraced christianity; and Min Sucha, Motsch Si Fey, Seen Sa Buro, Schee Sa O, and Sa Day, who have adhered to the religion of their country, are each to receive a pension of fifty rubles for life, with exemption from all taxes and services, and liberty to reside in any part of the empire, and to follow whatever occupation they think proper. Those who wish to return to Irkutsk are to receive money from Government to defray their expenses.

‡ Besides these men of science, Dr. Langsdorf of Gottingen accompanies the expedition. His zeal for the progress of natural history induced him to repair to Copenhagen, and to offer his services without any view to pecuniary remuneration; but M. Von Resanof and Captain Krusenstern immediately engaged to defray the expense of his maintenance on board Ship, which will amount to 800 rubles per annum.

cabin to the embassy; but the pain of this separation has been much alleviated by the munificence of his Imperial Majesty. This magnanimous prince, to render M. Von Krusenstern easy in regard to his family, whatever may be his fate, has consigned to his lady an estate in Poland worth 3000 rubles per annum.

MR. EDITOR,

I REQUEST you to insert in your Journal the following description of a newly discovered island in the South Sea, which was seen by Capt. Sowle, in the American Ship Palmyra, of Providence, Rhode Island, on the 10th of November, 1802. As the weather was fine, that day, at noon, he had an observation of the sun's altitude, by which the latitude is accurately ascertained; and as he took his departure from Christmas Island, and had a gentle westerly wind, it is scarcely possible there can be an error in the longitude, even of two or three miles.

This Island lies out of the track of most Navigators, who pass either from America to Asia, or from Asia to America; and, till lately, English Whalers have been prohibited fishing in that quarter, which accounts for its not having been seen before; it is, however, probable, that there are several other Islands in the same direction. Capt. Sowle thinks he passed one the day before, as he saw many birds, and imagined he heard breakers; but the weather being very hazy, he could not see either rocks or land. I am, Sir,

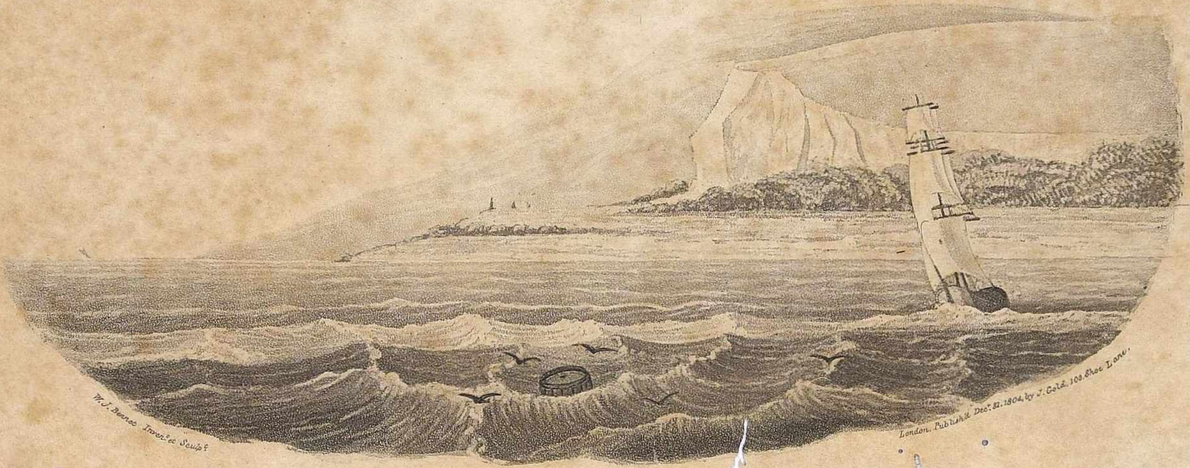
Yours, &c.

Canonbury-place, Oct. 4. WILLIAM JACOB.

PALMYRA ISLAND

Is situated in lat. 5° 49′ N. and in long. 162° 23′ W. from London; it is about three leagues in extent; there are two lagoons on it; in the westernmost of which is twenty fathom water, with a fine sandy bottom. It is very dangerous to approach the western part of the island, on account of the coral rocks which are just below the surface of the water, and extend to the distance of three or four leagues from the shore.

The eastern part terminates in a steep reef of coral, over which the sea breaks with considerable force.



W. J. Bennet Invent. et Sculpt.

London, Publish'd Decr. 31, 1804, by J. Gold, 103 Shoe Lane.

View of Dunmose, Bembridge Point & Culver Cliffs, Isle of Wight.

On the north-west side there is good anchoring ground, about three quarters of a mile from the breakers, in eighteen fathom water, on a coral bottom.

There are no inhabitants on the island; nor was any fresh water found; but cocoa nuts of very large size are in great abundance; and fish of various kinds, and in large shoals, surrounded the land.

A great quantity of drift-wood lay on the beach, which enabled those who landed to ascertain that the rise of the tide was about eighteen inches.

DESCRIPTION OF PLATE CLXVI.

DUNNOSE, BEMBRIDGE POINT, AND CULVER CLIFF.

THIS View is taken from Bembridge Ledge looking down the Channel.—Dunnose is a high point of land on the Southern Coast of the Isle of Wight, long. 1° 11′ W., lat. 50° 33′ N.—Between Dunnose and Culver Cliff Sandown Bay is formed, where small Vessels sometimes anchor for a tide, but seldom longer, as they would be entirely exposed to the South wind. In the centre of this View is Bembridge Point, and nearly opposite to that spot the Henry Addington East Indiaman some ten or eleven years since was wrecked: she struck upon the ledge of rocks which are sometimes visible at very low ebbs of the tide.

CORRECT RELATION OF SHIPWRECKS.

[Continued from page 304.]

No. VII.

Ha! total Night, and Horror, here preside;
My stunn'd ear tingles to the whizzing tide;
It is their funeral knell! and gliding near,
Methinks the phantoms of the Dead appear.
But lo! emerging from the watery grave,
Again they float incumbent on the wave;
Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

LOSS OF THE DUKE OF CUMBERLAND PACKET.

Particulars of the Loss of the Duke of Cumberland Packet at Antigua, in the Hurricane of the 4th of September, by an Eye-witness.

ON the morning of Monday the 3d of September, the Duke of Cumberland Packet was lying at anchor in the road of St John's, waiting for the mail, which was expected to come on board that day.

His Majesty's Ship Serapis, a 44, armed *en flute*, lay about two miles further out, waiting to convoy the packet down to Tortola. The wind had been blowing very fresh from the north during the night, and at noon had considerably increased. His Majesty's Ship de Ruyter, an old 74, which had lately been brought there to be fitted up as a Prison-ship, lay at anchor in Deep Bay; she had a very weak Crew on board, and made signals of distress to the Serapis; a Boat came on board the Packet at twelve o'clock from the latter Vessel, requesting the aid of some men, in order to assist them in relieving the de Ruyter; but this Captain Lawrence could not with propriety grant. At this time we struck our top-gallant-masts, and at two P.M. we let go the best bower anchor, having been hitherto riding with the bower only.

The gale continued to increase, and at 6 o'clock it blew a perfect storm from the N.W. by W., when we struck our yards and top-masts.

The men had hardly finished this work, when it was discovered that the Vessel had parted her best bower cable: this surprised and alarmed us exceedingly, as the rope was nearly new, and we had been assured that the bottom of the roadstead was a hard sand; it must have been cut upon a Ship's anchor, or on a bed of coral. We immediately bent the remaining part of it to the stream anchor, and the stream cable to the kedge. The wind continued to rage with unabated violence, the Ship pitched immoderately, and dreading lest the cable should give way, at ten o'clock we let go the two remaining anchors. Every thing had now been done for the safety of the Ship that was in the power of the Crew; the rest we confided to Providence; and having recommended ourselves to the protection of the Almighty, we remained idle but anxious spectators of the scene before us, and awaited the event in silent dread. To men who were so deeply interested in the effects of the storm, no scene could be so truly awful; the wind raged with a violence known only in tropical climates; the rain fell like a deluge, the waves had risen to a most stupendous height, the Ship was pitching her forecastle under water, our best cable was already gone, and we momentarily expected to part the rest. To add to the horrors of our situation, the lightning, flashing now and then, discovered to us, notwithstanding the extreme darkness of the night, that as soon as we should part or drive away from our moorings, a reef of horrid rocks lay to leeward ready to receive us. Thus situated, every man was sensible that it was absolutely impossible to combat singly the terrible agitation of the elements, and our feeble expectations of saving our lives were rested solely on the frail hope of the Ship's riding out the tempest.

The masts of the de Ruyter had been frequently shown to us by

the glare of the lightning, and we could perceive that she was driving from her moorings; they disappeared all at once, and we concluded that she had foundered; we supposed the Serapis had shared the same fate. About eleven o'clock the windlass gave way with a tremendous noise; the Sailors immediately clapped stops upon the cables, and secured them by means of ring-bolts on the decks—these were continually breaking, and were as often replaced.

The cable had now held so long, that we began to entertain some faint hopes of riding out the gale, and we dared for a moment to quit the deck for some refreshment; but no sooner were we sat down, when a loud groan from the Crew summoned us on deck; we dreaded the worst: the Captain came running forward, and soon put an end to our doubts, by exclaiming—"All's now over! Lord God have mercy upon us!" The cable had parted, the Ship hung about two minutes by the stream and kedge, and then began to drive broadside on, dragging them along with her.

Our feelings at this moment are not to be described, nor can I think on any similar situation to which they can be compared. A criminal ascending the scaffold bears little resemblance; his fate has long been decided, it is known to the world, and his mind has been formed to bear it; besides, he perishes only by himself, or with a few strangers, whose crimes may stern the tear of sympathy. But our case was widely different; but a few hours before we had been indulging ourselves in the fond hope of soon revisiting our native country, and counting with anxiety the probable number of days in which we might reach England. An immense ocean separated us from our friends, some of whom might for ever remain ignorant of our fate. And, what was worse than all, we considered ourselves doomed to perish amidst the cries and groans of our Shipmates, in whose countenances the utmost despair was already painted. At this time some of the Seamen, torn by despair, seemed for a moment to forget themselves—the cries of their homes, their wives, and their children, resounded through the Ship; but they soon became sensible of their folly, and resumed their usual firmness.

As soon as the Ship parted, which was about twelve o'clock, every man clung to a rope, and determined to stick to it so long as the Ship remained entire: the wind had veered somewhat to the west, which prevented her from striking on the reef of rocks, which we so much dreaded. It was now one o'clock; we had drifted an hour without knowing whither. We continued holding fast by the rigging, our bodies beat by the heaviest rain, and lashed by every wave. A dreadful silence ensued, every one being too intent on his own approaching end to be able to communicate his feelings to another; nothing could

be heard but the horrid howling of the tempest. A little before one we struck, and instantly went off again; this, together with several lights before us at a distance, convinced us that we were driving towards the harbour of St. John's, and that we had struck on the Bar. We saw a large object before us, which we dreaded was Rat Island (a perpendicular rock in the middle of the harbour, with a fort upon it); we were fast approaching it; and that the garrison might be spectators of our fate, for it was in vain to think of assistance, we fired two alarm guns; but, from the tremendous noise of the wind and waves, we doubted whether they could be heard.—We soon found that this object was a large Ship, on which we were directly driving. We came up with her, and went close under her stern. A faint hope now appeared of being stranded on a sandy beach; for we knew that, although the harbour is chiefly bounded by rock, yet that there were a few mud and sand banks; and our wishes led us to hope the best. The Captain therefore ordered the Carpenter to get the hatches all ready to cut away the masts, in order to make a raft for those who chose to venture on it. We could now plainly perceive land not far distant, on which we were driving; and as we knew it to be a huge rock, we ran up the fore and mizen-stay-sails—thinking by this means to divert the course of the Ship, but at the same moment the wind chopped round from N.N.W. to west, being no less than six points of the compass, and continued to blow with the same fury; this kept us clear of the projecting land, and drove us beyond it a short distance, when the Ship struck; her first strokes were apparently upon a sandy beach, and we could plainly discern two large Ships ashore, just abreast of us. We now fondly imagined that we would be driven on board these Ships, but in this we were disappointed: we drove past, beating with violence at every wave, and, in a few seconds, found the Ship bring up on some horrid rocks, at the foot of a stupendous precipice. Every hope now vanished, and we began already to consider ourselves as beings of another world; the Vessel was dashed with extreme violence on the rocks, and we could distinctly hear the cracking of her timbers below; in order to ease the Vessel, and, if possible, prevent her from parting, we immediately cut away the mizen-mast, and shortly after the fore-mast; the main-mast we allowed to remain, in order to steady the Ship, and, if possible, prevent her from canting to windward, which would inevitably have drowned us all. The Vessel had struck about two o'clock, and in half an hour afterwards we found that the water was up to the lower deck. Never was day-light so anxiously wished for as by the unfortunate Crew of this Ship. After having hold so long of the shrouds, we were forced to cling three hours longer before the dawn appeared, during which

time we were under continual dread of the Ship's parting, and launching us into eternity; the sea was making a complete breach over her: laying on her beam-ends, and stiff and benumbed as we were, it was with the utmost difficulty we could preserve our hold against the force of the waves, every one of which struck and nearly drowned us. The break of day discovered to us all the horrors of our situation; the Vessel was laying upon large rocks, at the foot of a craggy, overhanging precipice, twice as high as the Ship's main-mast; the mizen-mast, which, although cut away, still hung in a diagonal direction, supported by some ropes, reached within about four fathoms of the rock; the land forming a sort of bay around us, also approached us a-head, and the extremity of the jib-boom was not far from it; we could plainly discern many Ships on shore in various parts of the harbour, and the wind and rain beat upon us with unabated violence; the Ship lay a miserable wreck; *one wave* had carried away her stern Boat, unshipped her rudder, and washed overboard her quarter boards, binnacle, and round-house; her fore and mizen-masts lay alongside, supported by small ropes, and the Ship had bilged her larboard side. Our first thoughts, after the dawn appeared, were naturally directed to the possibility of saving our lives; and we all agreed, that the only hopes of doing so were by means of the mizen-mast; we immediately got the top-mast and top-gallant-masts launched out on it, which reached within a few feet of the rock; but the part of the precipice which it approached was so perpendicular, as to afford us but faint hopes of relief, unless it might be procured by means of some bushes which grew on the brow of the rock: a Sailor soon made trial of it; but, to our great mortification, we saw him heave a rope, on the end of which was formed a noose, and which, catching hold of some of the largest bushes, brought them away in an instant, and discovered to us that the roots of the shrubs were fastened to nothing but a much decayed weather beaten rock, incapable of affording them support sufficient to withstand the smallest weight. Another Seaman, who seemed from despair to have imbibed an extraordinary degree of courage, followed the first man out on the mast, with the intention of throwing himself from the end upon the mercy of the rock: he had proceeded to the extremity of the top-gallant-mast, and was on the point of leaping among the bushes, when the pole of the mast, unable to sustain his weight, gave way, and precipitated him into the bosom of the waves: as the fall was at least forty feet in height, it was some time before he made his appearance above the surface of the water, and when he did, every one expected to see him dashed to pieces among the rocks; but he had fortunately carried down with him the piece of the broken mast, to which were fastened some small ropes,

and by clinging fast to them, he preserved his head above water, at the intervals of the waves receding, until a tackle was fixed to hoist him up. All our hopes of being saved by means of the mizen-mast were now blasted; and yet some decisive measure seemed absolutely necessary; for, as the storm did not abate in the smallest degree, we began still more to dread that the Ship would part, as she had already bilged on the larboard side; the whole Crew had besides been so fatigued, dispirited, and benumbed, that they were hardly able to hold out any longer. It was in vain to expect outward assistance, as we were not seen from the town, and the Ships which were in sight of us had it not in their power to afford us the least aid. Some negroes *did* make their appearance on the top of the rock, and we requested them to descend a little way in order to receive a rope; but whether from fear or mere stupidity I do not know; but, in spite of all our entreaties, promises, and threats, these creatures stood gaping in the most idiotical manner, sometimes at us, and sometimes at themselves, without making the least motion to approach us. Whilst we were meditating in sullen silence on our situation, Mr. Doncaster, the Chief Mate, unknown to any one, went out on the bowsprit, and having reached the end of the jib-boom, was then seen to throw himself headlong into the water; he had hardly fallen, when a tremendous wave threw him upon the rock, and left him dry; there he remained a few moments without motion, until a second wave washed him still farther up, when, clinging to some roughness in the cliff, he effectually preserved his hold; he remained there a few minutes to recruit himself, and then began to scramble up the rock. Mr. Doncaster's preservation was most miraculous; all the Ship's Company were unanimous in declaring, that it was next to an impossibility; it seemed indeed a singular interposition of Providence in our behalf. In about half an hour he, with infinite difficulty, reached the summit of the cliff: most anxiously had we been watching every step which he took, and praying for his safety, conscious that our preservation depended solely upon it. He immediately came round to that part of the precipice which was over against our quarter, and descending a little way, he received a rope thrown from the main-top; this he fastened to some trees on the top of the cliff, and we passed the other end of it to the head of the mizen-top-mast: this being done, a few of the most expert Seamen warped themselves up upon it, carrying with them the end of another rope, upon which a tackle was bent, and which they fastened also to the trees; the other end of the tackle was made fast to the mizen-mast, and the fold of it passed to the Crew upon deck; by means of this rope, which we fastened round our waist, and the first rope by which we supported ourselves, warping along it with our hands, we were all, in the space

of three hours, safely hoisted to the top of the cliff, except a few of the most active Seamen, who were left to the last, and obliged to warp themselves up as the first had done. The whole Ship's Company, consisting of Captain Lawrence, Mr. Lawrence the Master, Mr. Doncaster the chief Mate, Mr. Lowrie the Surgeon, with 24 Seamen and Petty Officers, and three passengers, Mr. Verchild, Mr. Wood, and Lieutenant Webber of the Artillery, having now assembled on the rock, we took leave of our miserable Vessel, and bent our way towards the town; nor did our difficulties end here—the whole plain before us, in consequence of the rain which had fallen, and still was pouring down in great abundance, presented the appearance of a large lake, through which we found our way with much difficulty. In those places where roads or furrows had been made, we frequently plumped up to the neck, and were in great danger of being carried down by the stream. After wading about three miles through fields of canes, whose tops could hardly be seen above the water, we reached the town of St. John's, where we were so *courteously* received by Mr. Cann (who keeps the principal tavern there), that I believe we should have died for want of food and necessaries, had it not been for the kind offices of a Mulatto tailor, to whom we sent for clothes, and who carried us to a house where we were furnished with beds and provisions.

In a few hours afterwards, the wind chopped round to the south, from which quarter it blew with the same violence the whole of the 4th and part of the 5th. The hurricane lasted 48 hours, during which time it made a complete sweep of half the compass, beginning at N. and ending at S. This favourable change saved the Ship from breaking up; and on the morning of the 5th, we found her lying nearly dry, among the rocks, with five large holes in her larboard side; and we were enabled to save some of our linen that was floating in the hold.

It is with much pain, that a regard to truth in this narrative obliges me to make an exception to the general hospitality of the West Indies; nor will I do it without premising, that in every part of these Colonies, except in this quarter of Antigua, have we all met with the kindest and most distinguished attention that generous feelings could dictate: but it is painful to relate, that, although we were in want of assistance and necessaries of all kinds, having been obliged to sell part of the clothes, and other articles saved from the Ship, in order to procure subsistence during a period of three weeks that we remained there before a Vessel could be procured to carry us home; yet in all that time did not any of the inhabitants of St. John's (his Excellency Lord Lavington excepted) ever wait upon the Officers and Passengers of the Packet, or afford the least assistance to them and the Crew,

although we were destitute of almost every necessary; and, for aught they knew, might be perishing for want.

Extract of a Letter from Mr. William Haydon, *an Officer of his Majesty's Ship Romney, to his Brother.*

"Dear Brother, *His Majesty's Ship Eagle, off the Texel, Nov. 24.*

"On Sunday last we left Yarmouth to join Admiral Russel. Monday morning we run on shore on the South Haack, off the New Deep, near the Texel. We lay without assistance; and on Tuesday, as there was no doubt the Ship must be totally lost, we made several rafts of the studding-sail, booms, &c. and at eleven o'clock P.M. I left the Ship on one of them, accompanied by twelve of our men. At sun-set I saw a Dutch Cutter taking the people from the rafts; but it coming dark, we were drove out to sea, and lost sight of them; but thank God, about ten at night we had the good fortune to fall in with the Alert Cutter, who took us up, or we must have perished, as it blew fresh, and the sea ran very high. The greatest part of our Crew are in Holland. The Boats upset almost immediately after they were hoisted out, and several men were lost. I am at present so weak that I cannot give you a more full account of the deplorable state we were in."

Extract of a Letter from an Officer who was on board his Majesty's Ship Venerable, *on the night of Saturday, November 24, when she was lost in Torbay.*

"Without referring, for obvious reasons, just at this moment, to the circumstances that occasioned the unfortunate loss of the Venerable, I will, as far as I am able, give you some account of our melancholy situation from the time she struck till we left her, with the loss of every thing but our honour and our lives. It was about five o'clock P.M. on Saturday, the wind blowing very fresh, and the evening very dark and foggy, that she touched on a ridge of rocks, but at what part of the bay could not, at first, be exactly ascertained. Every exertion was instantly made to get her off, but to no purpose. The weather rather clearing, we soon perceived the danger of our situation. It was truly terrible, and scarcely left us the most distant prospect of life. Our brave and worthy Captain, however, with the most undaunted fortitude I ever beheld (and I have been in many dangers, and with many men), still continued to animate the Crew to hope and further perseverance. This he did with as much collectedness and self-command as if conducting the ordinary duty of the Ship;

never in my life did I witness such utter disregard to death and danger. Not the least alteration took place in his looks, words, or manner, from the moment she struck, until, at our joint and earnest importunity, after all the Crew were safe, he left the Ship. Every thing was done that the most able and experienced Seamen could suggest, but all was in vain. Signals of distress were now made, and most fortunately reached the Impetueux and Goliath, which immediately stood back into the Bay, and sent their Boats to our assistance. All the rest of the Fleet were beyond the hearing of our guns; and the people ashore did not attempt to give us any kind of help.

"Having tried every thing in vain for the safety of the Ship, we now turned our thoughts to the lives of the Crew, and as they could be of no further use, they were told to provide for their own safety on board the Boats of the Impetueux and Goliath, that had by this time approached the Ship, the Captain and all the Officers having declared their intention to remain on board till all the men were safely out. This was about nine o'clock, the Ship being bilged against the rocks, the masts cut away, and the waves breaking over us at every roll. I now gave over all thoughts of saving myself, as, I believe, did every Officer in the Ship. As the Boats approached the Ship, the attempt became more and more dangerous every time, the night still continuing dark and foggy, with gusts of wind and drivelling sleet, that seemed to freshen every hour. In this forlorn and dismal state the Officers continued on the outside of the Ship (for she was nearly on her beam ends), encouraging the men, and affording every possible assistance for their escape on board the Boats, which exerted themselves on this occasion with great skill and intrepidity. The Ship was now a mere wreck beating against the rocks, and with every wave expected to go to pieces, yet all this while we were so near the shore as to be able to converse with the people whom the report of our guns had brought down to the rocks. With some difficulty we at last contrived to fling a line to them, which being made fast, some of the Crew attempted to haul themselves ashore by it. The surf, however, broke so tremendously between us and the land, (though I do not believe we were 20 yards from it,) that all the poor fellows who made this attempt were either drowned or dashed to pieces against the rocks. It was now past five o'clock on Sunday morning, the weather still getting worse, and all the Crew out but a few drunken wretches who lay senseless on the deck, and about 17 noble souls, who declared they would die with their Officers; a dreadful sea breaking over us, the fore part of the Ship entirely under water, and the rest expected to go to pieces every minute; the wind still freshening, and it being probable that the Boats could no longer be able to approach the Ship, and conscious

that our remaining on board any longer could be of no possible use: in this state, the Officers persuaded their good and still undaunted Captain to think of saving his life, and with it their own, as they had resolved one and all to share his fate. After some time he consented, on condition that the Officers should go first. This point being concluded, the hope of life, long dismissed from our minds, began to revive, when another difficulty arose that seemed to cast it further back than ever—which of the Officers was to lead the way? The extinction of this new-reviving hope was indeed dreadful, and the pause had nearly been fatal to us all. At length one of the junior Lieutenants, long known to the Crew, and as brave a man as ever trod the quarter deck, agreed to lead, the rest solemnly promising to follow. One after another we now descended from over the stern (the only part of the Ship above water), by single ropes, cold, benumbed, and wet through, and in this condition gained the Boats, themselves in perilous attendance underneath. In this manner it was that we left the poor old Venerable; and about six o'clock reached the Impetueux, where, it is needless to say, we were treated with every attention and kindness that one Ship's Officers could show to another in distress. When the morning broke, we perceived the Ship had gone to pieces, and that if we had staid aboard, all of us by this time must have perished. On the beach, the people with whom we had been conversing from the rocks were plundering every article of the wreck as it floated ashore."

LOSS OF THE SHIP CORNELIA.

Extract of a Letter from Capt. Bliss, to a Gentleman in Philadelphia, dated Ship Vigilant, at Sea, July 12.

"Ere you receive this, in all probability you will hear of the loss of the Ship Cornelia, *via* New York. This melancholy and most singular circumstance took place in the following manner:—July 11, at eleven P.M., in lat. 46°, long. 40°, the Ship under full sail, with a fair wind, going about seven knots, she struck on what I suppose a Vessel, bottom up, with such violence, that it was some time before she could recover herself. We immediately applied the pumps, and finding sufficient employ for them, we cleared away the fore peak, by throwing the staves overboard, and to our utter astonishment found the stern started, and several of the hoodfends opened, so as to admit of several thicknesses of blanket. It now being four o'clock, we discovered the gripe carried away, hanging by some of the lower bolts only; and after five hours' very hard pumping, found four feet water in the hold. All those circumstances comprised together, rendered our

situation at once hopeless and deplorable, and all our exertions to stop the leak of no effect. We now employed some hands in preparing the Boats, and in making every necessary arrangement, as the last alternative for our preservation. At ten o'clock, the people, after all their exertions at the pumps finding six feet water in the hold, began to be disheartened and low-spirited; but to our extreme joy and satisfaction, two Ships were descried from the mast-head, which gave us all new life and spirits: the people being re-animated, plyed the pumps with great alacrity; but they being a great distance to windward, and bound to the westward, it was two P.M before they came up with us; we then had eight feet water in the hold: they proved to be the South Carolina, Capt. Steele, bound for New York; and the Vigilant, bound for Portland: Capt. Steele having a great number of passengers on board, we concluded to go on board the Vigilant, Captain Prentiss. I feel myself much indebted to those gentlemen for their prompt and humane assistance, and also to Mr. Bailey, a gentleman passenger on board, who made us a tender of part of his accommodations. Capt. Steele staid by us till seven o'clock; by this time we had got most of our provisions and water on board the Vigilant; and when the South Carolina left us, the water was up even with the lower deck. We were employed till nine o'clock, in getting our baggage, stores, &c. out of the Ship; and Capt. Prentiss being willing to stay till morning, in hopes of saving something of consequence, we all went on board the Vigilant, fourteen in number, and left the Cornelia, with her lower deck under water. Early the next morning the Boats returned to the Ship, and found her full of water. It now blowing fresh from the S.W, and the Ship lying over very much, the Boats were ordered to leave her: therefore all our endeavours to have something from the general wreck proved abortive. At half past eight o'cock A.M., I had the extreme mortification to see her capsize and carry away her masts. In this situation the Vigilant made sail and left her. Thus fell the good Ship Cornelia, by an accident, which human prudence could not foresee, nor human assistance prevent."

Capt. Bliss adds, that he hopes, in the course of a few days, to meet a Vessel for England, in which he proposes to embark and accompany Messrs. Monro and Clifton (passengers with him in the Cornelia); and when arrived, intends chartering a Vessel, and expects to be home in good time.

It is with great pain we lay before our readers the following afflicting account of the loss of the Princess of Wales, Capt. Colin Campbell, from Jamaica for Greenock, which was received in Glasgow on Saturday morning.

Liverpool, 11th Oct. 2 o'clock P.M.

We are extremely sorry to communicate the following distressing intelligence, just received by the Schooner Hope, Capt. Stanton, arrived from New York in eighteen days:—

"On the 9th inst., between 11 and 12 A.M., Beachy Pool Head bearing E. by S. distant about 6 leagues, fell in with part of a wreck, and took therefrom Hugh Rankine, Seaman, who informed me he belonged to the Princess of Wales, Colin Campbell, from Martha Brae, bound to Greenock, with rum, sugar, cotton, &c. that was cast away on Saturday last, about five P.M., in thick foggy weather, on the shoals between Wicklow and Dublin; does not know if the Captain is saved, as the last he saw of him was on the poop-deck attempting to get into the Boat. The First and Second Mates, two Passengers, and eleven of the Crew, remained on the wreck without provisions or water; they secured a small keg of spirits which floated out, and was all they had to subsist upon. On Monday morning the poop deck separated: Mr. Hunter, Mr. M'Millan, and Rankine, got thereon; the two first died, and were washed off, about two hours before the latter saw the Hope, which took him up. Several Vessels passed very near the wreck in the morning, but took no notice."

We have high satisfaction in having it in our power to subjoin the following letter, received on Monday at Greenock, on the melancholy subject of the preceding one:—

Vicarage, Caernarvon, Oct. 11th, 1804.

"GENTLEMEN,

"I wrote to you yesterday from Pwllhely, announcing the loss of the Ship Princess of Wales, on some sand banks off Wicklow.

"On my return this evening, I called upon Captain Campbell, and the surviving part of his unfortunate Crew. Mr. Campbell still suffers a good deal from an inflammation in the throat; but the medical assistance he hath received, will, I trust, through the help of God, soon bring him about. The men are tolerably well, excepting that they feel great pain from a swelling in their legs and feet, and from being so long in the water; but I hope they too will soon do very well. The moment I receive your letter to the Captain, it shall immediately be forwarded to him. He and his men are distant from this place about fifteen miles, and are not in want of any thing that can be conducive to their comfort. I am, &c.

"Gentlemen,

"W. GRIFFITH."

"*Messrs. Campbell, Ruthven, and Lindsay, Greenock.*"

NARRATIVE *of the proceedings on board his Majesty's Ship the* THESEUS, *of 74 guns, Captain* EDWARD HAWKER, *(bearing the Flag of* JAMES R. DACRES, *Esq. Rear-Admiral of the Red), from the 4th to the 15th of September last; containing a particular account of the Hurricane which that Ship encountered in company with l'Hercule, of 74 guns, Captain* RICHARD D. DUNN.

Tuesday, Sept. 4.—Towards noon fresh breezes and cloudy weather, with a long swell from the eastward; sent the small sails out of the tops; got double breechings on the guns; rove the top-tackle-sails, and otherwise prepared for bad weather. At noon the N.E. point of the Square Handkerchief bore S.W. 60 miles, and the N.E. point of the Silver Quays S. 100 miles. The longitude, per chronometer, at 55 minutes past eight o'clock, was 69° 45′ W. and longitude observed at noon, 22° 12′ N.; l'Hercule in company.

Wednesday, Sept. 5, P.M.—Fresh breezes and cloudy weather. Furled the fore and mizen-top-sails; got in the flying jib-boom, and top gallant-yard down. At three quarters past three, struck top-gallant-masts, and close reefed the main-top-sail. At four, same weather, with a heavy swell from the eastward; l'Hercule in company. At eight, strong gales with rain; hauled up the main-sail, and set the main and mizen-storm-stay-sail. At two, A.M. heavy squalls, with rain; took in the main-top-sail; split the main-stay-sail, and unbent it. At six, hauled up the fore-sail; furled the courses, and got the top-gallant-masts on deck; jib-boom and sprit-sail-yard in. At eight, hard gales; unslung the lower-yards and gaff, and lowered them down; found one of the bob stays gone; replaced it; got the fore-runners rove, and set up to secure the fore-mast. At half-past nine the main-stay-sail-stay gave way, and the sail was split to pieces. At three quarters past ten, split the mizen-storm-stay-sail. Towards noon tremendously heavy gales; swifted the fore and main rigging. N.E. end of Silver Quays, S. 26 miles; W. 54.

Thursday, Sept. 6, P.M.—Blowing a hurricane at N.E. with most tremendous squalls. At half-past twelve the main-top-mast was blown away, and in its fall carried away the top-sail-yard; got hands into the top, and cut away the rigging; in doing which the greatest part of the wreck came down the main-lift, upon the starboard main-yard-arm: succeeded, with great hazard, in getting it cleared. The hurricane still continued without intermission, and the wind shifting gradually round to the westward, it appeared, if possible, to blow with greater fury. Found the Jolly-boat, which was hoisted up to the stern, and the Cutter on the starboard quarter, washed away; and the wind

taking the Cutter on the larboard quarter, and driving her against the mizen rigging, she was obliged to be cut adrift. Towards the evening found the Ship made much water, and labour very much; kept the hands at the pumps. Towards midnight the same weather. About twelve the two aftermost chain pumps broke, and became entirely useless, as also one of the hand pumps on the main deck, after which the water gained fast on the other pumps.—A.M. At three there were five feet water in the hold, and not the least appearance of the hurricane abating. Towards morning, by the greatest possible exertions of the Officers and Men, the former encouraging the latter, by lying in to the winches, and all the people not employed at the pumps kept bailing from the lower deck; the water in the Ship was reduced to four feet. At eight the hurricane seemed to abate a little, and the pumps, &c. could then barely hold their own. At ten it cleared up a little, the wind being then about S.E. and we saw l'Hercule to leeward, with her foremast, bowsprit, and main-mast, standing. Some time before noon the hurricane came on again with great violence; and the Ship labouring very much, fourteen of the foremost and aftermost of the main-deck guns were thrown overboard, to ease and lighten her. About this time the main-trusses gave way, and the yard swang tremendously from side to side with every roll; attempts were made to lash it to the mast, but it was impossible to be done; and, by cutting the lee lift and jeers, the yard was got overboard, but not without staving the Boats, and greatly injuring the main-mast and starboard rigging; the chain plates of the latter soon after giving way, the main-mast went overboard to windward, close by the deck, and the mizen-mast shared the same fate to leeward. At noon there were four feet two inches water in the Ship, and the pumps with great difficulty holding their own. Silver Quays, S. 27 miles, W. 68. Square Handkerchief, N. 86 miles, W. 63.

Friday, Sept. 7, P.M.—The hurricane still continued; got braces rove to secure the fore-top-sail-yard; but the rolling tackle soon after giving way, it was found necessary, for the preservation of the fore-mast, to cut the yard away, which was done. Found two more of the bob-stays gone, and the bowsprit sprung; got the top-tackles forward, and set up; the fore-runners set up a-fresh, and lashed the fore-yard to the mast. At four the hurricane in some measure abated, but left a very heavy sea; so much so, that there was no probability of our being able to save the fore-mast, it being utterly impossible to get a pull of the rigging. About five it cleared away, and we saw l'Hercule to leeward, with only her bowsprit and fore mast standing; the hands still pumping and bailing, but seldom getting the water under four feet. At six, bore up, and ran down towards l'Hercule; made a sig-

nal to her to stay by Ships in distress, with a gun, and brought the Ship to on the starboard tack, on which l'Hercule hoisted her fore-storm stay-sail, and wore. At seven, the fore-mast, after being sprung in two or three places, by several successive and tremendous rolls, went overboard to windward, leaving a piece of about 15 feet standing above the deck, which soon after fell down on the forecastle; cut away the fore stays immediately, to save the bowsprit, and got as many hands to clear the wreck as could possibly be spared from the pumps; great part of the wreck having fallen on the best bower anchor, the latter was obliged to be cut away to get clear of the former. At eight, strong breezes with a heavy sea, the Ship labouring very much; found the tiller sprung; shipped the rudder-choaks. Towards midnight the water gained fast upon the pumps; renewed every exertion to reduce it, by bailing from the lower deck and from the well, and by working the two serviceable chain-pumps. Burned several blue lights to l'Hercule during the night, which were not answered by her. At midnight there were five feet six inches water in the Ship; and from the motion, it was with difficulty that the men could stand to the pumps.—A.M. About five, by the united and extraordinary exertions of the Officers and Men, the water was reduced to three feet ten inches. At day light fresh breezes, with a heavy sea; saw a Schooner to windward, which bore down to us, and, hoisting an union jack, passed under our stern; got some hands from the pumps to ship the tiller in the ward-room, and to prepare for setting some sail forward. At seven, saw l'Hercule a great way to leeward; fired several guns as signals to her; got a main-royal set on the bowsprit; and, as soon as the tiller was shipped in the ward-room, and the broken one unshipped, we attempted to wear, but without success; got Boats' sails set on the cat-heads, bowsprit, &c. About eleven the Ship wore; stood towards l'Hercule; at half past eleven, made her signal to close, and also to stay by Ships in distress; about noon, she wore and stood towards us: got a top-gallant mast up for a fore-mast, and set a top-gallant-sail on it. At noon, moderate breezes with a heavy sea: people employed at the pumps. Found the spare-top-sail yards washed out of the chains during the hurricane, and almost every moveable about the decks broken to pieces; l'Hercule in company, Square Handkerchief, S.W. 90 miles, Cape Camet, W.S.W. ½ W. 58 leagues.

Saturday, Sept. 8, P.M.—Moderate breezes from the S.E. and cloudy weather, with a heavy swell; people employed at the pumps, and fitting a top-gallant-mast for a mizen-mast. In the afternoon, got the pumps to suck for the first time since the beginning of the hurricane; sent hands down into the well, and cleared it of an immense

quantity of sand and rubbish; found it impossible to repair the after chain-pumps, or to render them in any way serviceable; succeeded in clearing the starboard hand-pump, which had been choaked during the gale. At eight, moderate breezes with a heavy sea, the Ship labouring very much; got a cross-jack set. Found the leather so much worn aft the chain-pumps, as to render them nearly useless; kept the hand-pump going as fast as possible, and a gang of hands bailing from the well, while the chain-pumps were unrove, and leathered afresh.—A.M. Moderate breezes, the Ship rolling very heavy; found the leak in some degree decreased. At day-light got all the hands that could be spared from the pumps to prepare for erecting jury-masts. Made the signal for Captain Dunn to inquire into the state of l'Hercule; found her, by his report, nearly as bad as the Theseus, with the exception of the quantity of water made by the latter. Cape Camet, S. 53, N.W. 64 miles. Booby Rocks, S. 74, W. 39 miles.

Sunday, Sept. 9, P.M.—Employed pumping and fitting jury-masts; A.M. got up a jury main-mast. Longitude, per chronometer, at noon, 70° 37′ W.

Monday, Sept. 10, P.M.—Employed rigging the jury main-mast, and pumping Ship. Bent a fore-top-sail for a main-sail, and set it. At eight, brought to, l'Hercule in company. A.M. At half past five bore up, and made all sail; fitted sheers to get up a jury fore-mast.

Tuesday, Sept. 11.—Running through the Caicos passage. Set up the main rigging, and got up a fore-top-mast for a fore-mast.

Wednesday, Sept. 12.—Got up a jury fore-yard, top-mast, and top-sail-yard; and shipped the tiller into the gun-room. Cape St. Nicholas Mole, S. 32, W. 48 miles.

Thursday, Sept. 13, P.M.—At six, saw the land over Cape Maize, W. ½ N. eight or nine leagues. At noon, Cape Donna Maria, S.E. seven or eight miles.

Friday, Sept. 14, P.M.—At four, saw the Navassa, S.W. by W. A.M. At day light saw la Franchise Frigate; at eight, spoke her, and at noon, sent her a-head to make the land.

Saturday, Sept. 15, P.M.—At two, saw the land bearing W.N.W. Set up the main and mizen lower rigging. At six, east end of Jamaica, N.N.E. Point Morant, N.N.W. ½ W. off shore seven or eight miles. At eleven, brought to a-breast of the Yallahs.—A.M. At six, wore, and made sail towards the land. At a quarter before twelve anchored in Port Royal Harbour, l'Hercule and la Franchise in company.

PLATE CLXVII,

THE FRONTISPIECE TO VOL. XII.

WITHIN this Vault are Deposited
The Remains of
SIR ANDREW SNAPE DOUGLAS, KNIGHT,
Late Captain of His MAJESTY'S Ship
QUEEN CHARLOTTE,
And Colonel of Marines;
Who was born the 8th Day of August, 1761,
And died on the 14th Day of June, 1797.
Of a Life so short in Duration,
But full of public Usefulness and Glory,
Seventeen Years were spent in the Station
Of a Captain in the British Navy.
Among various most essential Services
Which signalized his Zeal and Abilities in his Profession,
His Valour and Conduct on the First of June, 1794,
And the 23d of June, 1795;
Two of the proudest Days
Which the Naval History of Britain has to record;
Were equally Conspicuous and Important.
His Ardour and Bravery as an Officer
Were tempered by those gentler Virtues,
Mildness, Affection, Benevolence, and Piety,
Which distinguished his Character as a Man:
His Memory will long be cherished
Amidst the Affliction and tender Regrets
Of his Family and Friends;
It will live in the Gratitude and Applause of his Country.

NAVAL LITERATURE.

The Topography of Troy, and its Vicinity, illustrated and explained by Drawings and Descriptions. Dedicated, by permission, to her Grace the DUCHESS *of* DEVONSHIRE, *by* W. GELL, *Esq. of Jesus College, M. A., F. A. S., and late Fellow of Emmanuel College.* Folio. pp. 124. 1804.

TROY, as a Maritime City, has * already come under the attention of our readers; and to such Officers as are on full pay, or who have fallen in with a bullion Prize, the price of Mr. Gell's book (10l.) will not be considered; but we must acknowledge that we thought it a good round sum, notwithstanding the many attractions which this elegant little folio possesses. The Voyage, of which these pages are the result, had for its principal object the examination of that part of the TROAD, which is more particularly connected with the Iliad of Homer. Mr. Gell was accustomed, during a long voyage in the Levant, to sketch every scene, which was remarkable for singularity of feature, or as the theatre of events recorded in history. After a residence at Mitylene during the greater part of November, 1801, Mr. Gell sailed, in company with another English gentleman, in a small open Vessel of the country, intending to touch at the town of Mulliva. "The Channel between the Island of Lesbos and the main land appears to be nearly twelve miles in breadth. To the north the prospect is bounded by the Chain of Ida, below which are seen the little islands anciently called the *Hecatonisi*, projecting from the Asiatic Coast. The woods of Lesbos on the left, interspersed with villages and scattered habitations, have a pleasing effect, while on the right the kingdom of Attalus, and the Æolian coast, present an agreeable variety of plains and mountains.

"Our Vessel was manned by four or five Turks from the City of Mitylene. We were compelled to anchor during the night in a little bay in one of the Muskonisi, where our Turks raised an awning over us upon poles—the Crew retired to a kind of cabin in the bow of the Vessel, while the Master, or *Carabucero* as he is termed, kept watch all night at the helm. When daylight returned we again set sail, leaving behind us the gulf of Adramytium, and coasting the Phrygian shore in a direction nearly west. In the evening we arrived at Mulliva, a town of considerable extent, seated on the sides of a steep declivity, and crowned with a large castle. The port is very small, and much exposed. Near Mulliva is Petra, not far from the port of the same

* See NAVAL CHRONICLE, Vol. II.

name, which is derived from a large rock in the village. The port of Baba being unsafe during the prevalence of a south wind, we were compelled, as soon as we could set sail, to pass close to that town without landing, and make the best of our way for the harbour of Tenedos. The ruins of the baths of Alexandria Troas are visible on arriving between Tenedos and the Trojan coast; but the entrance of the port being entirely filled with land, it cannot at present be conveniently approached by sea.

"In the morning of the 2d of December we hired a Boat of singular construction, being long and narrow, yet high out of the water, and in which either oars or sails were used, as circumstances permitted. The canal being only five miles in breadth, our Boat quickly left us on the sandy shore of the Troad, a little south of the Cape Koumboumon."

Such is the general outline of Mr. Gell's Voyage; and to this passage we can only add an abstract of his account of the situation of Troy, as given in the description of Plate 19; which exhibits a general view of the Plain of Troy from the Tomb of Antilochus, with some notice of the hot and cold springs of the Scamander.

"The situation of Troy may be discovered by carrying the eye from the summit of Ida toward the right, till the view of the distant mountains becomes for a short space intercepted by a more lofty point of the nearer hills. This point will be easily distinguished by a few trees on its summit, and immediately below it is the hill on which the city was erected. The little village, and mosque of Bounarbashi, now standing near the site of the Scæan Gate, are perceptible, and above them the houses seem to have risen gradually upon the slope of the hill, where the *Acropolis*, or *Pergama*, is known by two Tumuli, which occupy the summit. The Simois, after rising in the heights of Ida, at a considerable distance from the Hellespont, flows through a vale, extending between the mountain and the hills bounding the plain of Troy on that side; but on approaching Bounarbashi, the stream turns toward the left, and passes between the Acropolis and the point which overlooks it. After winding through a defile, the river enters the plain at an equal distance from Bounarbashi and Atche Kevi . . . . . . Notwithstanding the many attempts which have been made to free the plain from the inundations of the river, the Scamander still continues to pay a scanty tribute to the Simois. By looking below the village of Erkissi, the original bed of that river may be traced, wandering over the plain in a thousand directions, from the junction of the canal till it is concealed behind a brown knowl, which projects from the hill of Jeni Kevi into the march near the Tomb of Antilochus. . . . The Scamander, and Simois, united a little beyond the Throsmos, are

concealed from sight by the hill of Jeni Chehr from the confluence to their junction with the Hellespont."

The twenty-sixth and twenty-seventh Plates are particularly interesting, as exhibiting the *warm* and *cold* springs of the Scamander. Mr. Gell informs us, that "In the spring of the year 1801, Mr. Clarke and Mr. Cripps, of Jesus College, in Cambridge, ascertained with a thermometer, to which was affixed the scale of Celsius, the exact temperature of the water. It is to the liberality with which these gentlemen communicate the result of their observations, that I am indebted for a correct statement of the fact. The mercury stood at sixteen degrees and a quarter above the freezing point, during the coldest weather of that year. (Seventeen degrees and three quarters of Celsius equal sixty-four degrees on the scale of Fahrenheit.) The experiment has since been repeated at different hours, and in the depth of winter, yet no alteration has been observed."

But Mr. Gell advances still further in his researches; and in his thirty-seventh Plate, is of opinion that he has explored the very foundations of Troy. "The foundations exhibited in this view are such as are observable on many parts of the hills of Bounarbashi, particularly on the summit. The situation of these relics is nearly on the highest point of the hill . . which appears to have been the Pergama, or Acropolis of Troy. . . The citadel was called Pergamos, or Pergama, and was decorated with many palaces and temples."

Mr. Gell throughout pays every respect and attention to the learning of Mr. Bryant; from whom, at the close of this Volume, he does not scruple to borrow some valuable remarks.

NEW PUBLICATION.

M. Delafond, who, during forty-five years of a life devoted to the British Naval Service, in the course of which he frequently discharged the functions of Deputy Judge Advocate to the Fleet, has been assiduously engaged in collecting and arranging materials for a Treatise on Naval Courts Martial, which has just made its appearance. This Treatise does not exhibit a mere recapitulation of forms and precedents, but, after inquiring into the origin of naval judicial institutions, aspires to explain the principles on which they are founded—the laws and regulations by which they are governed, and to point out those defects yet to be remedied in a system possessing much inherent excellence. Such a work, comprised as it is in one moderate octavo volume, cannot but prove acceptable to Naval Officers in general, among whom it has long been a desideratum.

NAVAL HISTORY OF THE PRESENT YEAR, 1804.

(*November—December.*)

RETROSPECTIVE AND MISCELLANEOUS.

THE Coronation of Buonaparté for the present gratifies the vain and unstable character of our *ci-devant* republican enemies, who are as obsequious to this notorious descendant of a Corsican Butcher, as they ever were to the House of CAPET. The farce of the invasion of England, which this august Emperor got up with so much splendour, begins to weary the actors; and as the energy of the Royal Hero of Sweden has called forth the naval and military spirit of the North, the French are reduced to vent their spleen, and disappointment, through the medium of their Imperial *Moniteur*.

Amidst the vast national improvements which the enterprising spirit of our commerce has been able to carry on during a long and expensive war, our readers' attention may be called from the splendid establishments of the West India and London Docks, to the great work in the port of Bristol, which advances with rapidity. More than seventy acres of water, most of it equal to the deepest draft, will be provided. Ships will lie afloat, where they are now aground, under the present cranes and warehouses. The Float will reach westward so near to the Hot-well, that Vessels may leave the port in all tides, wind and weather permitting; and, by its extent eastward, a navigation of eight miles, from Bristol toward Bath and the Kennet, will be actually made; so that what is now impassable many days in each spring, will be open at all times. The peculiar arrangement of Mr. Milton promises to it three important things: to preserve the current of the flood tide, to dispose of the powerful Freshes of the Avon, and to turn at pleasure continually into the float, any part of that river, for a salutary change of water.

The keels of a 74, and a Frigate, were laid down during the summer in Mr. Adams's Yard, at Buckler's Hard, on the Southampton River; the former to be named the Victory, the latter the Hussar. The Victory is to be on the model of the Swiftsure, which was this year launched from that yard, and is esteemed to have one of the finest hulls in the service.

The following instance of intrepid humanity of a British Naval Officer, at Plymouth, among many other similar occurrences, deserves to be recorded:—Benjamin Nelson, a Seaman of the Colossus, of 74 guns, lying some time since in Cawsand Bay, had been ashore on liberty, and, coming on board much intoxicated, fell out of the Boat alongside the Ship. Lieut. Lothian, walking near the gangway, saw the accident, and, with great intrepidity, pulled off his coat and immediately jumped from the starboard main chains into the water. After swimming a little time, he caught Nelson by the hair of the head; but, in struggling to bring him to the Boat, Nelson, being a powerful man, sunk with him. Lieut. Lothian, by superior swimming, soon rose again, grasping him firm by the hair. Lieut. Lothian and Nelson were then taken on board the Ship's Cutter; but, on getting the latter on the lower gun-deck, although every means was tried to restore his life, he had breathed his last, more owing, it is imagined, to suffocation, from being so intoxicated when he fell into the sea, than from being under the water. Lieut. Lothian, we are happy to say, soon recovered the fatigue and anxiety arising from his active exertions. T. M. Whitford, Coroner, held an inquest on the body, and the Jury returned a verdict of *Accidental Death*.

A letter from an Officer on board one of his Majesty's Ships off Boulogne, contained another instance of noble intrepidity equal to the above :—"Toward the end of last September, the Squadron riding to the westward of Dungeness, weighed by signal, in order to get to the eastward, the wind having come strong from the westward: the Railleur, of course, weighed with others for that purpose, and, while rounding the Ness, one of her quarter gunners, in the act of hauling the buoy in, fell overboard, on which Captain Collard immediately jumped into the sea, which ran very high, and with the greatest coolness, slung him with a rope, and thus saved his life. From this, and a similar circumstance, (when he, in the year 1801, having the command of the Vestal, in Torbay, saved the life of a Soldier of the 46th Regiment, under Lord Craven,) our waggish Tars have given him the appellation of the animated Life Boat."

The Court of Directors of the East India Company, have voted the sum of one hundred guineas to Lieutenant Flinders, for the purchase of a piece of plate; and also allowed gratuities to a Master's Mate, two Midshipmen, five Warrant and Petty Officers, and four Seamen, who were on board the Bombay Castle in the action with Linois.

Gazette Letters.

ADMIRALTY-OFFICE, NOV. 27, 1804.

Copy of a Letter from Vice-Admiral Sir John Thomas Duckworth, K.B. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq.; dated at Port Royal, 30th September, 1804.

SIR,

I TRANSMIT you, for the information of the Lords Commissioners of the Admiralty, the copies of two letters from Captain Gordon, of the Racoon, and the Honourable Capt. John Murray, of the Franchise, relating the capture of l'Alliance and l'Uranie French Privateers. I am, &c.

J. T. DUCKWORTH.

SIR, *His Majesty's Brig Racoon, off Bird Key, Aug. 9, 1804.*

I have the pleasure to inform you, that on the 1st instant, in lat. 20° 52′ N. long. 71° 30′ W., Sand Key N.E. by N. distant seven or eight leagues, I had the good fortune to decoy within musket shot, a large French Privateer, who struck after we had fired at him for three quarters of an hour: she proved to be l'Alliance, pierced for twelve guns, having only six mounted, four six-pounders and two nines, commanded by Jaques Du Joque, manned with 68 men, out three days from Samaria, and had taken nothing: she is a fine Vessel, but much cut in her sails and rigging, and had only one man slightly wounded.

I have the honour to be, &c.

Sir J. T. Duckworth, K.B. &c. &c. &c. J. A. GORDON.

SIR, *Franchise, at Sea, Sept. 14, 1804.*

I have the honour to acquaint you, that yesterday, after a chase of eight hours, his Majesty's Ship Franchise, under my command, was fortunate to come up with and capture the Uranie French Privateer Schooner, of three guns and 64 men, belonging to the city of St. Domingo, out 13 days, and has taken nothing. The Uranie is supposed to be the fastest sailing Vessel in those seas.

I have the honour to be, &c.

Rear-Admiral Dacres, &c. &c. &c. JOHN MURRAY.

ADMIRALTY-OFFICE, DEC. 11.

Copy of a Letter from the Honourable Admiral Cornwallis, &c. to William Marsden, Esq.; dated on board his Majesty's Ship the Ville de Paris, off the Start, the 7th December, 1804.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a letter to me from Captain Dundas, of the Naiad, giving an account of the capture of the French Gun-boats therein mentioned by that Ship. I have the honour to be, &c.

W. CORNWALLIS.

SIR, *Naiad, off Brest, Nov. 27, 1804.*

I beg leave to acquaint you, that at daylight this morning, seeing some small Vessels at a short distance from us, and shortly afterwards perceiving a fire of musketry from them on the Boats of his Majesty's Ship l'Aigle, which Captain Wolfe had sent in chase of them, I made sail, and cut off two, which prove to be Gun-boats Nos. 361 and 69, mounting each one long brass 4 pounder, and one short twelve, from Dandiorne bound to Brest, having on board a Lieutenant of the 63d regiment of infantry, and 36 privates, beside five Seamen belonging to each Vessel, being part of sixteen that had sailed from that port on a similar destination. I am sorry to acquaint you that two Seamen belonging to l'Aigle are wounded, (William Shephard and James Mitchell;) the latter dangerously. I have given Captain Hawkins, of his Majesty's Sloop Dispatch, orders to proceed to Plymouth with the two Vessels, which I think worth preserving, and to land the prisoners. I have the honour to be, &c.

To the Honourable Admiral Cornwallis, Commander in Chief, &c. &c. &c. THOMAS DUNDAS.

ADMIRALTY-OFFICE, DEC. 15.

Copy of a Letter from the Right Honourable Lord Keith, Admiral of the Blue, &c. &c. &c. to William Marsden, Esq.; dated on board the Monarch, off Ramsgate, 11th December, 1804.

SIR,

Divisions of the enemy's Flotilla passing from the eastward toward Boulogne, having frequently, when pursued by his Majesty's Ships and Vessels, taken shelter in the harbour of Calais, their entry into which has been particularly covered and protected by the advanced pile battery of Fort Rouge, I considered it an object of some importance to effect the destruction of that work, and lately directed Captain Sir Home Popham, of the Antelope, amongst other objects, to hold in view a favourable opportunity for making this attempt.

I now transmit, for their Lordships' information, a letter, and the enclosures to which it refers, which I have received from that Officer, reporting the result of an assault which he directed to be made upon it early on the morning of the 9th instant, and from which there is reason to conclude that the fort has sustained material damage; but that from the unfortunate circumstance of its not having been possible, under the existing state of weather and tide, to carry up two of the explosion Vessels to the point of attack, the injury has been far less extensive than might have been otherwise expected.

The conduct of Lieutenant Hew Steuart, of the Monarch, on this recent occasion, will not fail, I am sure, to excite their Lordships' admiration and praise. I have great pleasure in conveying to their Lordships Captain Sir Home Popham's testimony to his distinguished merit, and to the zealous and active assistance which he received from Captain Brownrigg, Lieutenant Lake, and Mr. Bartholomew. I have the honour to be, &c.

KEITH.

MY LORD, *Antelope, Downs, Dec. 10, 1804.*

I avail myself of the first moment of my return to the Downs to acquaint you, that towards noon on Saturday the 8th, the wind promised to come to the S.E., and knowing it to be your Lordship's intention to attack the enemy at every assailable point, I sent the Dart, on the close of the evening, to an assigned station between Sengate and Fort Lapin, accompanied by the Susannah explosion Vessel and two Carcasses, with a view of making an assault against Fort Rouge.

Lieutenant Steuart, of the Monarch, commanded the explosion Vessel; Mr. Bartholomew, Acting Lieutenant of the Antelope, had the charge of the first Carcass intended to be applied, and Captain Brownrigg requested to take the other.

Your Lordship is aware how difficult it is to ascertain the precise injury done to the enemy in an enterprise of this nature, which, in most cases, must be undertaken in the night; but, that you may be possessed of the best information in that respect, I sent the Fox Cutter, whose Master is an active intelligent man, and well acquainted with Fort Rouge, to reconnoitre the place as close as possible without risk, and I annex his report to Lieutenant Steuart's, as the clearest account that can be given of the able and Officer-like manner in which the Susannah was placed, and the evident consequences of such an application, even under circumstances of considerable disadvantage.

I very much regret that Mr. Bartholomew could not fetch the port; for I am positive he would have lashed the Carcass to the piles: he, however, very prudently returned with it to the Dart; and although something prevented the second Carcass from going off, which evidently had been striking against the piles, from the indention at one end, yet he recovered and brought it also on board.

I am most perfectly satisfied with the zeal and activity which Captain Brownrigg manifested on this occasion; the Dart was admirably placed, and every assistance afforded from her that could insure the success of this service, which must now be considered as confined to the efforts of the Susannah; and I take this opportunity of most particularly recommending Lieutenant Steuart to your Lordship's notice; which, I hope, will also be extended to Mr. Bartholomew, notwithstanding he could not fetch the battery; and your Lordship must be alive to the enterprising conduct of these two Officers on a former occasion.

I cannot conclude my report without assuring your Lordship, that Lieutenant Lake, of the Locust Gun-brig, who was appointed to cover the Boats, behaved in a most exemplary manner, by keeping so close in as to draw all the fire upon his own Vessel; and I have great satisfaction in stating, that not an Officer or Man was hurt in this operation. I have the honour to be, &c.

Right Honourable Lord Keith, K. B. HOME POPHAM.
&c. &c. &c.

SIR, *His Majesty's Ship Dart, Dec. 10, 1804.*

In pursuance of your instructions, and according to the arrangement you made for the attempt on Fort Rouge only, I left this Ship at two A.M. and proceeded in shore with the explosion Vessel under my charge, until the water shoaled to two and a half fathoms, when I tacked, and stood off so as to enable me to fetch the battery, which I did about half-past two, and placing her bowsprit between the piles, left her in that situation. In a few minutes I observed her swing with her broadside to the battery, in consequence of the bowsprit being carried away, and as an anchor was dropped the instant she struck the piles, I had not the smallest doubt of her remaining there until the explosion took place, which was in a few minutes: I could not fetch the covering Brig; and as it had every appearance of coming on to blow from the S.E., in which quarter it was when I left the Dart, I hope you will excuse my running in the Galley to the Downs. I have, &c.

Sir Home Popham, K.M. Antelope. HEW STEUART.

SIR, *Fox Cutter, off Calais, Dec.* 9, 1804.

According to your order I proceeded off Fort Rouge, and examined it very strictly. As I proceeded towards the shore I saw a great quantity of plank and timber floating, and would have picked up some, but was afraid I should lose the tide, as I wished to examine it at low water. In standing in I could discern a great number of people all round the S.W. end of the fort, and from the West Head all the way to the Sand Hills. I did not discover any alteration on the east side of the fort; but when I got to the westward of the fort, I could plainly discover the most part of it to be damaged, and the breast-work knocked down, and I have every reason to believe it was very much injured, by such a number of people being assembled there, and seeming at work upon it. I am, &c.

Sir Home Popham, K.M. W. BLAKE.

ADMIRALTY-OFFICE, DEC. 17.

Copy of a Letter from the Right Honourable Lord Keith, K.B. Admiral of the Blue, &c. to William Marsden, Esq.; dated on board the Monarch, off Ramsgate, the 16th December, 1804.

SIR,

I transmit, for their Lordships' information, a copy of a letter from Captain Coote, of his Majesty's Sloop the Favorite, to Captain Laroche, of his Majesty's Ship the Melpomene, at present commanding the Squadron before Havre de Grace, acquainting him with his having captured la Raccrocheuse, a French Privateer from St. Vallery, and driven another into that port.

I have the honour to be, &c.

KEITH.

SIR, *His Majesty's Ship Favorite, at Sea, Dec.* 13, 1804.

I have the satisfaction to inform you, that I yesterday fell in with two French Lugger Privateers, and that after a chase of three hours, I captured la Raccrocheuse, Captain Jacques Broquant, out one day from St. Vallery en Caux, mounting 14 guns, 4-pounders, and carrying 56 men. The above Luggers had in their possession a Brig, and were boarding a Bark, both which they quitted on my approaching them; I therefore made signal to a Cutter in sight, which I believe to be the Countess of Elgin, to chase the Merchant Vessels; and from the exertions I observed her to make, I have no doubt but she has succeeded.

The Luggers steering different courses, the headmost one escaped, her name is l'Adolphe, mounting the same number of guns as the capture, belongs to the same port, where she must have returned, having thrown every thing overboard in the chase. I am, &c.

Christopher Laroche, Esq. CHARLES FOOTE.

(A Copy.) KEITH.

SHEERNESS PIER.

A Caution to Mariners and Masters of Ships and Vessels.

THE Commissioners for building a Pier at Sheerness, in the Isle of Sheppy, in the County of Kent, appointed in and by virtue of "An Act of Parliament, passed in the forty-first year of the reign of his present Majesty, for building the said Pier," do hereby give notice, that they have erected a certain part of such Pier or Wharf, jetting out into the River Medway 300 feet, westward, from the town at the south end of his Majesty's Dock yard and Mast-pond at Sheerness; and have also constructed in that part of the River (commonly called or known by the name of the Lappel, in the harbour of Sheerness), a tide Pier, twenty feet wide, and of the elevation of two feet above the ooze of such River, which is attached to the said Pier or Wharf, and runs out 900 feet therefrom in a western direction from the said town, on the said Lappel, into the River, down

to low-water mark, and therefore renders it improper for any Vesel to sail over or anchor near the said tide Pier (there being no depth of water for Vessels of more than four feet draught) when the tide is over the same. This caution is therefore given to Mariners and Masters of Vessels, to prevent casualties and damages happening to their Vessels or Craft through negligence in sailing across the said tide Pier, or anchoring near thereto, as the said Commissioners will not indemnify any person or persons for or in respect of any damages occasioned to their Vessels or Craft through getting foul or athwart of such tide Pier.—The Pier or Wharf, and also the parallel line and direction in which the tide Pier lays, is distinctly observed, and may be known at night by a light on the east end thereof, near the town, which is fixed at the extremity of the said Wharf. By order of the Commissioners,

December 1, 1804. JOHN SILVESTER, CLERK.

FOREIGN REPORTS.

EAST INDIES.

IT appears that the effects of the teffoon, or tremendous gale of wind, in which the Warley and Coutts were nearly lost in their passage to China, was felt all over the northern part of the Chinese Seas; it was experienced at Canton at the same time that the Ships at the distance of six degrees were suffering from the same hurricane.

On the 14th February last, his Majesty's Ship Fiorenzo fell in with the French Chasse Maree the Passepartout, off Mount Dilly, in the Eastern Seas, and captured her, after a very smart and gallant resistance on the part of the Privateer. On board the French Vessel, the First and Second Captains were dangerously wounded; the former supposed mortally. We are happy to add, that there were no casualties on our side either in killed or wounded. The Passepartout had not made any captures during her cruize.

We have been favoured with a letter from Madras of the 5th of June, which contains a very distinct account of the disposition of the whole naval force under the command of Admiral Rainier in that quarter:—At Madras, the Lancaster, of 64 guns; Sheerness, of 44 guns; Wilhelmina, armed *en flute;* the Caroline and Phæton Frigates; and the Victor and another Sloop of War. Admiral Rainier was expected every day in the Trident, with the Tremendous Man of War, Terpsichore Frigate, and Dasher Sloop of War.

The following Ships were dispersed for the protection of the trade; viz. Arrogant, Russel, Albion, Sceptre, Centurion, and Grampus, Men of War; the St. Fiorenzo, Fox, la Dedaigneuse, and Concord, Frigates; and Rattlesnake Sloop of War.

We have heard, that letters of a later date have been received from Madras, which mention the arrival of Admiral Rainier, with all the Ships which he had with him on a cruize, except the Sceptre and Albion, which were dispatched to convoy some of our homeward-bound Ships to St. Helena, where they had arrived on the 9th of June.

Nov. 30. A Court of Directors was held at the East India House, when the Court resolved to establish a Government at Prince of Wales's Island, on a plan nearly similar to those of the Presidencies of Fort St. George and Bombay.

Letters from Prince of Wales's Island, dated Feb. 4, mention the particulars of the destruction of a Sloop lying in Bourong River, in possession of the pirates.

Capt. Cramer, of his Majesty's Sloop Rattlesnake, cruizing off Acheen Head, fell in with a Merchant Ship belonging to Prince of Wales's Island, who gave information of an armed Sloop that was cut off by the pirate lying in Bourong River, and who was preparing to go to sea. Capt. Cramer proceeded in search of, and found her lying without gun-shot up the river. On the 28th of December, at five P.M. the Rattlesnake anchored, hoisted the Boats out, manned and armed them, and went alongside of her. Finding she was all prepared, his Majesty's Boats began firing into her, which she returned. They instantly

commenced boarding, when unfortunately, whether through accident or intention is unknown, the piratical Sloop blew up. We had one man killed, three Officers and ten Men wounded.—Officers wounded: J. Wise, Second Lieutenant; J. Green, Gunner; A. Davis, Midshipman.

Accounts have been received of a most gallant attack made by the Boats of his Majesty's Ship St. Fiorenzo, Capt. Bingham, on the Malabar coast.

Capt. Bingham had fallen in with a Brig Privateer belonging to the enemy, to which he gave chase; but finding the wind fail him, he ordered his Boats to be manned and to pursue her. They were not long before they came up with the chase, which they immediately attacked; and, after killing the First and Second Captain and several of the Crew, succeeded in gaining possession of her. It is a circumstance too honourable to the brave fellows engaged in this enterprize, to omit mentioning, that the Crew of the Brig, after her capture, far exceeded the number of hands in the Boats of his Majesty's Frigate St. Fiorenzo. Capt. Bingham learned from the prisoners, that they had, prior to falling in with the St. Fiorenzo, landed several French Officers on the coast, who had disguised themselves as natives, in order to pass themselves into the interior of the country.

The Pearl, Capt. Donne, from Bombay, on her passage to Madras, touched at Trincomale, where she found riding his Majesty's Ship Wilhelmina, Capt. Lambert, and learned the following intelligence:—

That on the 11th of April Capt. Lambert fell in with an enemy's Ship off the Friar's Hood, which bore down to attack him. This Vessel is represented as having 13 ports on each side, and a very superior sailer. She reconnoitered the Wilhelmina, by going three or four times completely round her, and then commenced a warm close action, which was kept up on both sides for near an hour and a half. The Wilhelmina, at this time, had her fore-top-mast shot away, and nearly the whole of her rigging damaged, when she poured a complete broadside into her antagonist, which caused her to bear up and stand away. Capt. Lambert, we understand, had 12 men wounded, one of whom is since dead. From the description of the enemy's Ship, there is every reason to suppose her to be the Psyche, the Vessel that captured the Admiral Aplin; and from the treatment she experienced, no doubt was entertained but that she would be obliged to bear way to some port to refit.

On the 5th of May, his Majesty's Ship Sheerness, Capt. Lind, fell in with and captured the French Brig Privateer l'Alfred, of 14 guns and 80 men, off Point de Galle. Capt. Lind, observing the Alfred to be in chase of the Sheerness, disguised his Majesty's Ship as much as possible, and by standing away from the Privateer, and setting and taking in sail in the style of a Merchant Ship, completed the deception, and ensured the capture of the enemy. After a short chase, the Alfred ranged upon the Sheerness's quarter, and firing her broadside, commanded her to strike her colours. This summons was in consequence answered by the fire of the Sheerness, when the astonished republicans immediately hauled down their colours. The Alfred had three men killed and six wounded. The Sheerness had not a man killed or wounded.

Linois is on bad terms with the Governor of the Isle of France: and the coolness between the naval and military Officers has assumed a serious character.

About the 25th of June, Admiral Linois, in the Marengo, with the Frigates Atalante and Semeillante, and the Diligence Corvette, sailed on a cruize; and report stated that he was bound to Madagascar, to look for an English Merchant Ship that was said to have put into a port on that coast in distress.—[It is probable that this Ship is the Prince of Wales, so long missing.]—In the Squadron were embarked 200 troops, which it was supposed were intended to reinforce the French settlement in the Island of Sechelles. The Frigate la Belle Poule was under repair at the Isle of France, as well as la Psyche (late a Privateer), now commissioned as a national Frigate, by General de Caen, against the consent of Admiral Linois, and to be commanded by Captain Bergeret, who was formerly captured by Sir E. Pellew, and had retired from the naval service, but now re-appointed by General de Caen. These two Frigates were soon to join the Squadron at the place of rendezvous. Several Privateers were fitting out, but none at sea except one, sent to cruize off the Island of St. Helena.

WEST INDIES.

A Barbadoes paper of August 9, gives the following particulars of a naval action in the West Indies:—

"His Majesty's Schooner, St. Lucia, Capt. Betteswortb, arrived last night from Antigua; also the Mail-boat. By these arrivals we learn the following particulars of a very gallant action between his Majesty's Ship Hippomenes and the Buonaparté French Brig, of 18 9-pounders and 146 men, in which the enemy owe their escape only to the misfortune of our Ship having too many foreigners on board, whose dastard spirit made them shrink from the action.

"His Majesty's Ship Hippomenes, Capt. M'Kenzie, cruizing to windward of this island, fell in, in long. 58°, lat. 18°, with the Buonaparté Brig, which, mistaking the Hippomenes for an African Ship (being disguised purposely to decoy the enemy's Cruizers), bore down on her, when a smart action ensued, which lasted for some time; and the enemy, being to windward, at length fell on board the Hippomenes. Captain M'Kenzie, with the greatest promptitude, seizing the occasion to prevent the enemy's escape, had her bowsprit lashed to his main-mast, calling upon his Crew to follow him in boarding, and secure the victory. He instantly rushed upon the enemy's deck, followed by his Officers, and about eight men only, when a smart contest ensued, and the Frenchmen were driven from their quarters, and beat abaft the main-mast. Seeing, however, that they had to cope with so few, they soon rallied, and the whole Crew being now engaged with this small band of heroes, they were almost all cut to pieces. Captain M'Kenzie received fourteen severe wounds, his First Lieutenant, Mr. Pierce, and Purser, Mr. Colman, were killed, and the Master wounded Thus overcome, they were obliged to retreat, and had but just time to regain the Ship (Captain M'Kenzie falling senseless into her main chains), when the lashing gave way, and the enemy fell off, and, without wishing to renew the contest, crowded all sail and escaped.

"The Hippomenes has gone to Antigua to refit; and we are happy to understand that Capt. M'Kenzie, although his wounds in general are severe, and three of them in the head, is likely to recover."

A letter from St. Kitt's, dated Sept. 7, gives the following details:—"On Monday afternoon the weather began to assume a very tempestuous aspect, and through the night the wind increased, and blew with great violence from the N. and N.W. accompanied with incessant showers of rain. Tuesday morning held out no hopes of an intermission, as it had only changed its direction, and blew with equal violence from the S.W. varying frequently to the S. In the early part of the day, a Schooner belonging to Mr. Chadwick, of St. Bartholomew's, was forced on shore; and between two and three o'clock the Ship Beckford, Capt. Dixon, having on board 320 hogsheads of sugar, and about 86 pipes of Madeira, was driven from her anchor, and forced on shore near Fort Smith, where she soon went to pieces, hardly a vestige of her remaining; providentially Capt. Dixon and his Crew got safe on shore, and some part of the wine will be saved. A Sloop belonging to Mr. M'Gie soon followed, and is entirely destroyed. The approaching night presented a most gloomy appearance to the other Ships in the Road, as every mark of destruction seemed to await them, from the increasing violence of the wind and swell; they were seen, before the evening closed, to labour and pitch very much. Wednesday morning presented a scene of horror to the imagination. Not a Vessel in the Road, and the beach entirely covered with wreck. The William Pitt, Capt. Abercrombie, a Ship loading here for London, lay on shore above the Pond; the Aurora, Capt. Thompson, a fine new Ship, her first voyage, with a cargo worth 40,000l. sterling, also on shore; lower down, the Young Nicholas, the Ship re-captured, and sent in here on the 6th ult. by his Majesty's Ship Hippomenes, Capt. Ayscough, with a valuable cargo of mahogany and logwood on board, laying on the Bar. Besides the above, we have to enumerate the loss of the Ship Nelson, Capt. Lennon, at Deep Bay; Sloop William Ashton, Capt. Hanit, of St. Croix, at Sandy Point; and at Salt Ponds, besides the Brig above mentioned, are the wrecks of two American Schooners, Mr. Dawes's Sloop, Mr. Rogers's Brig Jason, Mr. Coventry's Schooner, and other Vessels whose names we have not been able to learn.

Accounts received from the different quarters of the island, detail the many ravages made by the torrent of water from the mountains, and the damages, more or less, sustained in the mills and works of almost every estate in the island. We cannot pretend to calculate the loss of this distressing occasion, but we suppose it will fall little short of 80 or 100,000l. It is with much pleasure we state, there have been but two victims, one a negro, and the other a white man, who have lost their lives on this occasion. A Privateer belonging to Mr. Dougan, of Tortola, foundered in the gale—one negro only, we can learn, was picked up. She was seen on Tuesday throwing her guns overboard.

In addition to this melancholy intelligence, we have to mention the further particulars of the horrible devastations in several other islands. This intelligence came by the Venerable, arrived at Liverpool from Barbadoes, whence she sailed on the 20th of September.

On Monday, the 3d of September, the wind blowing W. and S.W. the hurricane commenced at day-break, and continued with scarcely any intermission until the night of the 5th. Every one of the windward islands was supposed to have in some degree felt its effects; but they were principally confined to the harbours; and the losses in the interior of the islands were of little consequence.

The fury of the hurricane was chiefly experienced in the islands of St. Kitts, St. Thomas, and Dominica.

At St. Kitts, every Ship which was at anchor was entirely lost. They were supposed to be at least one hundred.

At Dominica, out of 28 Ships and a Sloop of War (supposed to be the Osprey), lying in the Bay, 26, and the Sloop, were lost.

The Damage done at Barbadoes is comparatively insignificant. None of the Squadron under Commodore Hood has received any material damage; and there were only two Ships lost, the Perseverance, and Sybil, of London. The Berwick, of London, a very valuable Ship, drove out to sea, and lost three cables, but being supplied with another cable, and with assistance from the Launch of the Centaur Man of War, Commodore Hood, she was fortunately enabled to brave the violence of the storm.

During the continuance of this tremendous hurricane, very few lives have been lost.

To the losses which we have above stated, we have to mention the loss, at St. Bartholomew's, of 56 Vessels; at Antigua, 58 and a Packet, supposed to be the Duke of Cumberland, which is now due; and at St. Thomas's, 44, out of which five only were English.

Barbadoes, Oct. 1. Amongst the number of Ships that went on shore in the late hurricane, is his Majesty's Ship de Ruyter. She was going from English Harbour, to lay Prison-ship at Falmouth Harbour: but getting to leeward, was obliged to anchor near the Fire Islands. When the gale came on, she parted, and soon went to pieces; but fortunately only one man lost. His Majesty's Sloop Osprey, of 18 guns, Capt. Bryan, also went on shore in Prince Rupert's Bay, Dominica, but has since been got off by his Majesty's Ship Centaur.

Nov. 13. By advices from Jamaica, by the last Packet, we learn, that "a curious phenomenon has made its appearance there for some time past, and has been observed by several intelligent people, particularly by the gentlemen in the Royal Navy. It is a star, and by the brilliancy of its appearance is of some magnitude. The Admiral has been very particular in his observations on it, and thinks it well calculated for discovering the longitude, if they work true with the forestaff, but that the quadrant or sextant is upon too diminutive a scale. It chiefly makes its appearance in lat. 17° 44', long. 76° 20'; and it is observed, that there is no other star that radiates within the vortex of this luminary. It seems it was first discovered by a physician, and now goes by his name."

LIBERTY OR DEATH!

JAQUES THE FIRST EMPEROR OF HAYTI.

Art. 1. Every Captain of a Vessel, armed or not, on board of which one or more persons, natives, shall be found to be carried to a foreign country, such Captain shall be arrested and thrown into prison, there to lay ten months, and after that time to be sent to his own country with express orders not to return to the empire of Hayti at his peril. The Vessel and cargo shall be confiscated for the benefit of the Empire.

Art. 2. Every native taken on board such foreign Vessel, shall immediately be shot in the public square.

The guards of divisions, and brigades, and the different Commanders, are charged with the execution of the present decree.

Done at our Imperial Palace, at the Cape, the 22d of Oct. 1804, first Year of our Independence, and of our Reign the first.

(Signed) JAQUES.

By the Emperor, CALRONNE,
General of Horse to his Imperial Majesty.

A letter from Boston says, "The Haytians lately captured a Spanish Vessel laden with silks and muslins, bound to Vera Cruz. The Crew were immediately brought on shore and murdered. A day or two after the capture, the Emperor and his principal Officers appeared in new suits of silk."

AMERICA.

In the Daily Advertiser of the 8th Nov. are the following particulars relative to the escape of the French Frigates from New York:—"The Pilot Boat Fairplay, which attended the French Frigates through the Sound, returned yesterday. By her we learn that they met with no accident that caused them any trouble or detention on their way to the ocean. While passing opposite the Marsh a little way above Hell Gate, they slightly grazed the bottom, but did not on this account lose any way. About five o'clock on Saturday morning they hove to for a short time, in order to have sufficient light while passing a shoal named the Races. This day proved foggy and calm, so that they did not make great progress, wind S.W. Between six and seven o'clock, P.M. the Fairplay left them a little to the west of Block Island, shaping their course between that island and the continent, so as so run into Rhode Island should the English Frigates make their appearance. In the course of Saturday night, however, a fine breeze sprung up from the N.N.E. which carried them quite out to sea; at dawn next morning they were no longer in sight. Both of the Frigates sail well, so fast indeed as to outstrip the Pilot Boat."

Philadelphia papers state, that the British Ships had gained materially on the French Frigates that escaped from New York. At 5 o'clock on Saturday evening, the Frenchmen were seen off the N.E. end of Block Island, with their courses hauled up, it being at the time a perfect calm, and continued so for seven hours, when a breeze sprung up from the N.N.E. The Leander and Cambrian, which sailed from Sandy Hook early that morning, had, at 11 o'clock, ran a distance of 50 miles, being then spoken three leagues to the eastward of Hog Island, and likewise to the eastward, or a-head of the French Commodore.

MEDITERRANEAN.

Rome, Oct. 29. The eruptions of Mount Vesuvius have ceased, but not its wonders. It has been asserted that the English Ship of the Line which was before Naples, changing its position during the time of an eruption; one of the anchors, when drawn up, was found to be so hot, that the Sailors could scarcely touch it.

Dec. 11. Capt. Hyllier, of the Niger, arrived at the Admiralty with dispatches from Lord Nelson. An English Squadron is cruizing off Ragusa.

On the 11th of September a Seaman of the Victory, of 110 guns, Lord Nelson's Flag-ship, fell from the forecastle into the sea: on hearing the cry of a man overboard, Mr. Edward Flin, a Volunteer, jumped from the quarter-deck after him, and had the good fortune to save the man, notwithstanding the extreme darkness of the night, and the Ship at the time being under sail. The next morning Lord Nelson sent for Mr. Flin, and presented him with a Lieutenant's Commission, appointing him to the Bittern Sloop of War; and at the same time told him he would strongly recommend him to the Lords of the Admiralty: in consequence of which, their Lordships have confirmed him in that appointment.

FRANCE AND SPAIN.

Should a war ensue previous to the restoration of the Spanish treasure, it will be condemned as a *droit* of the Crown, as a capture made previous to the war, instead

of being adjudged to the captors, as would have been the case had a declaration of hostility preceded the seizure of the Vessels. It is usual, however, on such occasions, and we cannot suppose the practice will be departed from in the present instance, for the Crown to surrender to the captors half or two thirds of the value of the prizes so made.

Boulogne, Nov. 6. Extract of the order of the day, for the Imperial Flotilla:—The Flotilla shall celebrate, on the 9th, by three discharges of artillery, the anniversary of this glorious day, which has fixed the happy destinies of France. The first discharge shall take place at the break of day, the second at noon, and the third at Sun-set. All the Vessels remaining in the port, whether the Flotilla be in the road or not, shall be decked out in the most splendid manner from Sun-rise till Sun-set. At three o'clock in the afternoon of the same day, at the time of high tide, the Admiral will distribute the Eagles of the Legion of Honour to the brave fellows for whom he has received them from the Grand Chancellor, pursuant to the orders of his Majesty the Emperor.

NORTHERN STATES.

The following is an extract of a letter from a Captain in the Russian Squadron to his brother in Edinburgh, dated Kongsbacka, August 25, O.S. 1804.—"I embrace the opportunity of writing you a few lines with the Captain of a Vessel bound for Leith, who has been obliged to put in here some days ago with our Squadron in a very hard gale of wind. Fortunately for us, we had a harbour under our lee. Although there was not one person in the Squadron who was acquainted with the coast, we were obliged to bear away amongst those inhospitable Swedish rocks, without Pilots, and luckily got in safe, except our Cutter, which lost her masts. Our situation was truly alarming, being all upon a lee-shore in the Cattegat; and had we remained at sea that night, the Fleet must inevitably have perished. We go into the North Sea, to cruize on the Dogger Bank till the 15th of September, O.S. and then return to Russia. The newspapers will probably inform you of our Squadron, but as they are not always correct, I send you a list of the Ships, the Admiral's and Captains' names. The place we are in is called Kongsbacka Harbour, behind Niddingen light-house, in the Cattegat, a very good harbour; but the Pilots never come out, as they expect more from plunder than Pilot money.

Rear-Admiral Lonman, Commander of the Squadron.

Ships' Names.	*Guns.*	*Commanders.*
Mihaiel (Flag-ship)	64	Capt. Hamilton.
Prince Carle - -	64	—— Ogilvy
O'Mhintin - -	64	—— Malcoff
Scheslive - - -	44	—— Roundling
Tiffonskoi Bohorodeits	44	—— Roodnoff
Dispatch (Cutter)	18	—— Kosliotsoff.

The Cutter goes to Russia, as she has lost her masts."

We have been favoured with a letter from an Officer who holds an important situation in the Russian Navy, from which we give the following extract:—

"*Revel, Oct.* 12. In the course of next spring a large Fleet for England will certainly sail from this port. There is now a small Squadron here that is to put to sea immediately: it consists of two Ships of the Line, two Frigates, and one Sloop of War, under the command of Commodore Greig. I suppose I shall be sent next spring. We every day expect war to be declared against France. This country has at present a regular army of 500,000 of the best troops in Europe, exclusive of about 200,000 irregulars, Calmucs, and Cossacs."

The new Light-house erected on the wall of Copenhagen, was inspected by the Crown Prince on the 8th ult. It was lighted on the same night, and seen at sea to very great effect.

At Nantes and l'Orient, as well as at Havre, the Swedish Ships have been laid under an embargo, by order of the French Government.

Mr. Greathead, of South Shields, the inventor of the Life Boat, lately received from the King of Prussia a gold medallion, as a mark of his Majesty's high approbation of the Life Boat, which Mr. Greathead sent to Stetten, in 1803, by

the King's order. On one side of the medallion is an impression of his Majesty, with the following inscription:—"The patron of him who preserveth his neighbour's life." On the other side the four elements are represented as contending with each other, and in the midst of them an extended arm covered with a shield, with the following inscription, taken from the 25th chap. of St. Matthew:—"And the King shall answer and say unto them, Verily I say unto you, inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto me." Mr. Greathead had also the honour, a short time ago, of receiving from the Emperor of Russia, a valuable diamond ring, in consequence of his Majesty having himself examined and highly approved the Life Boat, which Mr. Greathead built and sent to Cronstadt, by the Emperor's order. The interest which these Monarchs take in preserving the lives of their subjects, is highly honourable to them. At the same time it must be matter of surprize and concern, that while losses are daily happening on our own shores, so many considerable ports in this humane and commercial country should still remain unprovided with the means which have already saved the lives of above one thousand persons, and which have never yet failed of complete success in any one instance in which they have been tried.

Sir J. B. Warren, our late Ambassador to the Court of St. Petersburgh, accompanied by Lady Warren and Count Munster, the Hanoverian Minister, with the whole of his suite, arrived in town on the 5th of December from Harwich. Sir John and suite left St. Petersburgh for Cronstadt, where the Amethyst Frigate lay, which carried out Sir G. L. Gower, and was destined to convey the Baronet home; but, the passage being interrupted by the frost, the party were obliged to proceed by land to Revel, a distance of 200 English miles, where they remained for three days before the Amethyst could be cut out of the ice and was able to join them. They were a fortnight upon their passage from Revel to Hosely Bay, where they quitted the Frigate and embarked on board the Charger Gun-brig, which landed them, on Wednesday, at Harwich. Sir John was received with distinguished honours, on landing; the Pegasus Frigate fired a salute of fifteen guns, which was returned by the Charger, and the bells of the town rang a merry peal. After having taken some refreshment, the party set out for town, and slept at Colchester. The public *entré* of Lord G. L. Gower into St. Petersburgh was one of the most splendid exhibitions of this kind ever witnessed in that city.

NORTH SEA.

Extract of a letter from the Squadron off the Texel, dated Nov. 13, 1804.—"'Till yesterday we have been for some days in a state of apathy, when being a tolerably clear day, we could discover three of the enemy's Ships of the Line had removed from the Mars Diep to the Inner or New Diep; and in the evening the two remaining Line of Battle Ships and a Frigate followed, apparently abandoning all idea of making a dash during the winter.

Yarmouth, Nov 27. Arrived from a cruize the Glatton, of 64 guns, having in tow l'Afrieaine Frigate, having lost her rudder, carried away by a heavy sea. By the above we learn the loss of his Majesty's Ship Romney, of 50 guns, off the Texel, but are happy to add that the Crew are all saved, 30 by the Boats of the Fleet, and the remainder by the Dutch Schuyts, and made prisoners.

28. His Majesty's Frigate l'Africaine, Captain Manby, Commander, riding in Yarmouth Roads yesterday, in the course of last night, the wind blowing very strong at east, drove and came very near the shore, and about two A. M. made signal of distress, and cut away her mizen-mast, and about eleven this morning she cut away her fore and main-masts. The day before yesterday she was towed in here by his Majesty's Ship Glatton, she having carried away her rudder on the coast of Holland. The Contre-Amiral Magon, the Privateer lately commanded by Blackeman, about eight o'clock yesterday evening, drove, and came on shore on Yarmouth Beach, where, it is feared, she will become a wreck.

29. We are happy in being able to state, that his Majesty's Frigate l'Africaine, in consequence of the weather having moderated, this morning hauled off, and is now riding in the roads in safety.

Deal, Dec. 6. Wind N. N. W. This morning Vice-Admiral Holloway shifted

his flag from his Majesty's Ship Utrecht, to the Castor Frigate; the Utrecht has since sailed to Sheerness. Sailed his Majesty's Ships Antelope, Sir Home Popham; and Ardent, Captain Winthorp, on a cruize to the westward.

12. Arrived l'Immortalité Frigate, with Locust, Mallard, Constant, Watchful, and several other Gun-brigs, from the French coast, and remain in the Downs, with his Majesty's Ships Monarch, Castor, Ardent, Inflexible, Antelope, Leda, Orpheus, Jamaica, and Champion; the Dart, Orestes, Cygnet, Curlew, Arab, Spy, Lucifer, Volcano, Devastation, Fury, Sulphur, Tartarus, Prospero, Vesuvius, Discovery, and Zebra, Bombs.

NARROW SEAS.

Nov. 9. We do not profess ourselves to be competent to pronounce a correct judgment of the merits of the blockading system. The late frequent accidents that have arisen to our Ships from stress of weather, however, ought to lead to an examination of the question in all its bearings. It is evident, that even ordinary tear and wear, without the destruction of battles, must hurry our Navy to decay, and will demand some activity and attention to keep up the stock. It is the opinion of many naval men, that the Ships are dreadfully shattered by the exposure to winds and tempests, and must be much sooner worn out than the usual calculation of their durability allows. If a severe storm were to attack our Fleet blockading Brest, after they have been stretched by so many hard gales, they might be so disabled (perhaps many of them lost), as not to be able to put to sea for some time; so that the enemy, availing themselves of such an unfortunate occurrence, might sail, and perhaps make their way to Ireland.

When the Venerable was lost, one of the three-deckers of the Brest Squadron struck upon a rock outside the Berry head, in going out of Torbay upon the night of the 24th of November. The Dragon also, of 74 guns, has been on the Shambles off Weymouth, where she struck several times, but was got off by the skill and exertion of her Commander and Crew, without any material damage.

Torbay, Nov. 29. It still continues to blow hard, and the wind being got to the southward of the east, made a most violent sea; his Majesty's Ship Impetueux begins to ride heavy. The Venerable is entirely gone to pieces, and the shore for two or three miles is covered with wreck. Guards of Brixham Sea Fencibles, Volunteers, Cavalry, &c. are placed all round, and yet some wicked fellows have been base enough to venture in the night to plunder. The evening before last, two respectable farmers, out of curiosity, walked near the wreck, and were challenged by one of the guards twice, but, from mistake, it seems the marine guard fired on them, and wounded one, it is feared mortally, as the ball fractured the bone of the arm and lodged in his breast. Five Surgeons were employed to amputate the arm and extract the ball. The Brig Nelly is not yet gone to pieces, as she is jammed in between the rocks in such a manner as to sit upright: her rudder is beat off, and the rocks are gone through her: as soon as the spring tides lift to move her, it is supposed she will separate: her topsails are reefed, set, and sheeted home, as when she went on shore; no Boat yet can venture off to unbend or cut the sails away.

We can now state with accuracy the loss of men lately belonging to the Venerable. The total complement borne on her books the day that she unfortunately went on shore, were 555; the number mustered afterwards, on board the Impetueux, Goliath, and on shore, was 547; so that the number missing is only eight, and but four of them are known to have suffered.

Dec. 1. The storm seems a little abated; yesterday it blew almost a hurricane; the Impetueux rode very heavy. The two Gun brigs which came round to take the wreck and stores of the Venerable, rode all under. A Prussian Galliot drove with two anchors a-head for almost two miles, and got in the breakers nearly where the Venerable was lost, the sea making a fair breach over her mast head. At last some of the Brixham daring pilots went off, and for twenty guineas have brought her safe into Brixham pier.

3. The weather has moderated a little this day or two past, which has enabled his Majesty's Ship Impetueux to get out of her perilous situation by warp-

ing away to windward, to an anchor left behind by the Goliath. The greatest fears were entertained about her last Friday, as she was drove far in the Bay, and it was expected she would go on shore, having a great many of the Venerable's Crew, which with her own made eleven hundred souls. Her yards and top-masts were struck, and the Carpenters on deck had their axes ready to cut the mast away. The Gentlemen on shore were kindling fires, and writing, in large black characters on the white houses, directions where they should stick her in to save their lives; but, thank God, she has weathered the storm.

5. Arrived late the Channel Fleet, consisting of the following Ships; viz. the Princess Royal, Goliath, Veteran, Impetueux, Courageux, Nemesis, Defiance, Windsor Castle, Ville de Paris, Plantagenet, Prince George, San Joseph, Britannia, and the Colpoys Schooner, under the command of Admiral Cornwallis.

6. The wind breezing up to the northward and eastward, the indefatigable Admiral Cornwallis got under weigh again with all the Ships, and resumed his station off Brest.

11. Last night arrived, and at present remains, his Majesty's Ship Atlas; she sailed from Portsmouth a fortnight since to join the Channel Fleet off Brest, which she effected, but separated from them in a gale of wind a few days previous to their bearing up for Torbay. She expected to have found the Fleet here, but was disappointed. Wind S. S. W. and rain.

Brixham Quay, Dec. 13. The Western Squadron anchored, under Admiral Cornwallis. Wind S. S. W. blowing heavy, and rain.

PLYMOUTH.

Oct. 3. Captain de Courcy will take the command of the St. George, of 98 guns, as soon as ready for commission. Went into dock to refit, the Thunderer, of 74 guns, Captain Bedford. Came in the Happy Return, of 10 guns, and 47 men, Lieut. Turner, from a cruize on the French coast. She fell in with, engaged, and actually beat off, a large heavy French Gun-brig, of 16 guns, and a Lugger, of 14 guns; although wounded in her mast, she effected her escape from them in a very creditable manner. All the Ships here are ordered to be got ready for sea as fast as possible.

The Happy Return was much wounded in her masts, sails and rigging much cut, one of her beams and the deck torn up, though she had only one man wounded. The enemy's Ships were a Gun-brig of 16 guns, and a Lugger of 14 guns, covered by the fire of shot and shells from a battery full of troops. The fire from the battery did very little execution. The action lasted three quarters of an hour; and the Sheerness, a Brig of 16 guns, heaving in sight in the offing, the Happy Return hauled off, and lay to to repair her damages and renew the action, if the enemy thought proper; but they declined any further contest, and suffered her to go off unmolested.

The Harlequin, of 14 guns, is now lying between the Island and the Main, waiting for orders; it is supposed she is foreign bound, with dispatches: indeed all the hired armed Vessels, Brigs, Luggers, and Cutters, are ordered to get ready for any service, for which, in the present emergency of affairs, they may be wanted. The Majestic, 74 guns, Captain Lord A. Beauclerc, just returned from off the Isle of Aix, it is supposed, as she is leaky, will be ordered into dock, to have her bottom examined.

7. Last night arrived from Jamaica, after a passage of ten weeks, the Urania, of 40 guns, Hon. Capt. Herbert. She sailed the 27th of July, with the Elephant, of 74 guns, Capt. Dundas, and 81 Sail of Merchantmen, for the United Kingdom. The Urania was with that part of the convoy bound for Liverpool, Bristol, and the Irish ports, but parted company in a violent gale of wind the 2d instant, off the S. W. coast of Ireland. The Urania had nearly fetched Cork when the gale of wind came on, which blew with as much violence as it did off this port. She left the island of Jamaica very healthy. St. Domingo, from the latest accounts arrived at Port Royal, was in the same state as heretofore.

10. Sailed to join the Fleet, the Windsor Castle, of 98 guns, Hero, of 74 guns, and Majestic, of 74 guns; but on finding they bore up for Torbay, they proceeded to join them there. Sailed an hired Cutter of six guns, with a convoy to

the eastward. The Urania, of 40 guns, Hon. Captain Herbert, just arrived from Jamaica, is to go up the harbour to refit; she has brought home in her a very fine young alligator, alive, four feet long; but it is supposed the animal will not long survive in this cold climate. The Dolphin, of 44 guns, Capt. Ferrier, is ordered to take in all sorts of stores and provisions for the Fleet in Torbay; she is now in the Sound, with Victualling Office Lighters full of stores along-side her: she sails to night or to-morrow; and if the Fleet should have left Torbay, she is to proceed off Brest.

A great number of fine bullocks were sent off from Ivy Bridge depot for Torbay. A signal was hoisted, and has been flying for the Channel Fleet, at Maker Tower all this forenoon; but as the wind has shifted from north-north west to south-west, it is imagined the gallant Cornwallis will be again obliged to bear up for Torbay. Came in the Bosario, of 24 guns, with the Crew, 1?0 prisoners, of a fine French Letter of Marque, a West-Indiaman, of 14 guns, captured and sent into Cork by the Topaze, of 36 guns, Capt. Lake: she has been since sent for the river Thames, to discharge her cargo.

11. Last evening the gallant Admiral Cornwallis, the wind getting round to the northward, stood out from Torbay, and was, with nine sail, off the Start; but the wind suddenly shifting to the S. W. and blowing a hurricane, making our coast a lee-shore, he was reluctantly obliged to bear up again for Torbay, but will be off again, if the wind shifts a few points to the northward or N. W. and is moderate, this evening or to morrow.

15. Came in a large Danish Ship, with the loss of her rudder; she was beating to and fro off the Eddystone, and fortunately fell in with one of the trawling Boats, the Master of which took her in tow, and she arrived safe in Catwater. Came in the Naiad, of 38 guns, Captain Wallis, from a cruize to the westward; she has experienced very bad weather in her late cruize.

17. At four p. m. last evening the Trompeuse, of 18 guns, lying in the Sound, and fitted with six months' stores and provisions for foreign service, received her final dispatches. At 5 p. m. she made signal for all Officers to repair on board. At 6 p.m. she got under weigh, and soon cleared Poulet Point. She is to touch at Cork for one day, to take in certain stores, and then proceed without delay to Madras. She takes out with her dispatches, which are supposed to be of great importance. It is conjectured she will return from Madras to Ceylon, after the delivery of her dispatches. Sailed for London an American Ship, detained some time since by la Trompeuse, but liberated by an order from the Admiralty.

The Hibernia, of 130 guns; the Pallas, of 38 guns; and the Circe, of 38 guns, now building in this dock-yard, are reported as ready for launching, and by the number of gangs lately put on those Ships, it is supposed they will be off the stocks altogether on the 17th of November next, being full moon, and the highest spring tide for that month. This will be a phenomenon in the æra of Plymouth Dock-yard, or indeed in any other Dock-yard in the kingdom, of launching a Ship of such an immense fabric as the Hibernia, and two Frigates, of the larger class, at the same moment of time, from different slips. It will be a proud and glorious sight, if the weather should be favourable for their launching. The Thunderer, of 74 guns, Captain Bedford, is out of dock, and almost ready for sea. She will go down the harbour as soon as she is reported fit to go into Cawsand Bay to join the Fleet.

18. The Channel Fleet, under the persevering Cornwallis, again put to sea on Tuesday last; but it blowing a tremendous gale of wind at S.S.W. with a heavy sea in the Channel, he was compelled to bear up again to his old anchorage in Torbay, where he now remains.

19. The following particulars have transpired respecting the capture of the four Spanish Frigates: Fama, of 44 guns; Mercedes, of 34 guns; Medea, of 34 guns; and Clara, of 34 guns. Our Frigates fell in with them on their passage from Lima to Cadiz, about ten days since. The Rear-Admiral Bastamantis, on being ordered to send a Boat on board, refused, and an action commenced; and, after seven minutes, the Mercedes, of 34 guns, blew up with a terrible explosion, and only 30 men were saved. The Fama then made sail to get off, but was chased and captured by the Medusa, of 38 guns, and Lively, of 38 guns. The Medea and Clara are gone up the harbour, and the Fama is hourly expected. They have on board three millions and a half of specie in dollars registered. The action happened four hours' sail from Cadiz.

20. The Spanish Frigates were stopped by order of Government, in consequence of the dispatches brought home from Rear-Admiral Cochrane, on the 15th ult. by the Naiad, of 38 guns, Captain Wallis, and forwarded by express to the Admiralty. In four days from that express arriving in London, dispatches were received here, and were immediately put on board the Indefatigable, of 40 guns, Captain G. Moore, and she sailed directly for the Channel Fleet with dispatches for the Hon. Admiral Cornwallis, and from him sailed with the Lively, of 38 guns, Captain Hammond; and off the Coast of Spain fell in with the Medusa of 38 guns, Captain Gore, and Amphion, of 32 guns, Captain Sutton. These four Frigates, on their cruize on the 5th instant, fell in with the Spanish Frigates as above related. On board la Mercedes, blown up in the action, there were (melancholy to relate) several Spanish gentlemen and 19 ladies, with their families, from Lima, returning to Old Spain, who, with the Spanish Captain, his wife, and seven children, all unfortunately perished in the explosion which took place. On board the Medea, of 34 guns, Rear-Admiral Don Bastamant's, Captain Don F. Purelo Hetronilla, and the Clara, of 34 guns, arrived here, are cargoes of great value, besides the three millions and a half of registered dollars on board; la Fama, of 44 guns, arrived at Portsmouth, has also a very rich cargo, and one million of registered dollars, as per their different manifests. The two Spanish Frigates here having had some men from the Medusa, of 38 guns, Captain Gore, on board them, and she having come from the Streights they are put under quarantine, which will at least prevent any plunder. Commodore Moore dispatched the Medusa, Captain Gore, to Rear-Admiral Cochrane, with the account of this detention, from thence to Gibraltar, and to Vice-Admiral Lord Nelson. It was on the fourth day after the arrival of our Frigates off the Spanish coast, that the Spanish Ships, consisting of Medea, of 44 guns, 18-pounders and 360 men, Rear Admiral Don Joseph de Bastamantis Gerure; la Fama, Commodore Don Michael de Sapiaima; la Mercedes, Captain Don Josef Goycoa; la Clara, Captain Don Diego Aleson, of 34 guns each, 12-pounders, and 300 men, appeared in sight off Cape St. Mary. Captain Moore (the Commodore) informed the Spanish Admiral of the nature of his orders, and submitted to his discretion the Spanish Squadron accompanying him into an English port, without resistance; adding, that he must otherwise enforce obedience. In about an hour afterwards the Spanish Squadron showed intentions to get into Cadiz, upon which our Squadron chased; and they instantly commenced a smart action, which lasted an hour and a half, about forty-five minutes of which they were opposed within pistol shot of each other; but the Marcedes blew up, after engaging the Amphion half an hour. La Medea and la Clara were taken possession of by the Indefatigable, Medusa, and Amphion; and la Fama, by the Lively, who fought her in the most gallant style, having killed five men, and wounded forty-seven, six of whom have died since her arrival at Spithead, and the Ship is torn to pieces. The Lively had two men killed and seven wounded. They are all richly laden, and, it is moderately computed, are worth a million of money. La Fama has 1,100,000 dollars on board, besides a very valuable cargo of hides, furs, &c. The prisoners have been removed to the Royal Oak Prison-ship, in the harbour, and the Officers are landed at Gosport, and put under the care of Captain Sir F. Thesiger, the Agent for prisoners of war. The lady of a Colonel of artillery, who was wounded on board the Fama, died on Monday last. La Fama had been nine years at South America; she came into harbour this morning. The Officers of her will experience a very considerable loss of property in specie and of merchandize. The blowing up of la Mercedes is a melancholy accident, the frequency of which is to be attributed to their dangerous method of loading their guns, which is by a shell from a cask where the powder is kept loose. Captain Hammond, who went to London with the account on Wednesday evening, returned this morning. Dispatches have in consequence been sent to all the Port-Admirals, and Admirals commanding Squadrons. The Spanish Brig St. Joseph, laden with linen and wheat, and the Spanish Ship Esperanza, have been taken possession of at Cowes, by order of Admiral Montagu.

25. On board the two Spanish Frigates in Hamoaze, there are about fifty sick. They lost only three on their passage from Lima. When the Mercedes blew up, part of one of her quarter-deck guns was found sticking in the rigging of the Amphion, after the explosion. Sailed to join the Channel Fleet, the Britannia,

of 110 guns, Rear-Admiral the Earl of Northesk, with a fine wind at N.N.E. Came in from Spithead, the Courageux, of 74 guns, Captain Boyles. By cutting down her poop before her late voyage to St. Helena, this Ship has been found to answer very well, and is now so much improved, that she may be termed a good sea Boat. Sailed for Cork, with a fine wind, the Plover, of 18 guns, Captain Hancock, with the Brooke, of 16 guns, Lieutenant Love, and four armed coppered Transports, with the third battalion of the eighty-first regiment of foot, Lieutenant-Colonel Mackenzie.

28. The Channel Fleet, as the wind got round to S.S.E., did not reach higher than the Deadman, and soon resumed their station off Brixham; it is a curious fact, that on the 19th and 20th inst. there was not a single Line of Battle Ship off Brest: yet Gantheaume's Fleet remained, as so often described, in Brest Roads, as usual. Now they are as completely blocked up as ever, by the persevering Cornwallis. Came in, and lay at anchor in the Sound for the night, l'Egyptienne, of 48 guns; she sailed again in the morning for a four months' cruize off the Western Islands. Came in, a Spanish Brig, with naval stores, bound from St. Sebastian's for Bourdeaux, detained and sent in by the Felix, of 14 guns, Lieutenant Bourne. Arrived the Acasta, of 44 guns, Captain Wood; she is ordered to fit out for foreign service, and take in provisions and stores for six months. Went up the harbour to refit, the Amphion of 38 guns, Captain Sutton, having received pratique from London, to relieve her from quarantine.

30. Came in the Spanish Brig Nostra del Carmen, from Cadiz, detained by the Argus Sloop of War.

Came in from Ferrol, the Illustrious, of 74 guns; she left our Squadron all well a few days since.

31. The Gun-vessel brought in yesterday was captured close in shore on the coast of France, by the Unicorn, of 32 guns, and Assault Gun-brig, of 14 guns, without any loss on our side. She is a low flat long vessel, well calculated to run in upon a beach to land troops. This morning orders came down from the Privy Council, to release the Medea, Rear-Admiral Don Bustimento; and Clara, Captain Don John Petronella, Spanish Frigates, from quarantine. The sick, about fifty, are to be sent on board the convalescent Ship in Hamoaze, and the Seamen are to remain on board their own Ships, under the command of their own Officers, who are treated with the greatest politeness and attention by Admiral Young, and all the British Officers at this port.

Nov. 1. Last evening, after working on and off the whole day, came into Cawsand Bay, from off Brest, the Terrible, of 74 guns and Monitaur, of 74 guns. The Channel Fleet were blown off their station on Tuesday night, by a violent gale of wind at S.S.W., and bore up for Torbay, where they arrived yesterday evening. The sixty French prisoners brought in by the Santa Margaretta of 38 guns (the Crews of the Gun-boats sunk by the Dispatch, of 18 guns), were sent this day on board the St. Isidro, in Hamoaze.

3. Came in, in distress, the Thomas, of Liverpool, of 18 guns, and sixty men, with a cargo of Honduras wood, sugar, mahogany, &c. from the Havannah, for London, in six weeks She experienced, about fourteen days since, most dreadful weather, and shipped such heavy seas, that she was obliged to throw fourteen guns overboard: her fore-top-mast was carried away, and she must go into dock to repair. Came in a large Swedish Ship, with iron, hemp, tar, &c. for the yard. Went into Barnpool to refit, the Santa Margaretta, of 36 guns, Captain Rathbone. Arrived from the Coast of France, a small Privateer, of 15 tons, 25 men, and 1 gun, with pitch and tar, for the use of the French Fleet; she was taken close in shore by one of the hired Cutters. Came in the John Bull armed Cutter, from off Toulon, with dispatches.

5. Last night sailed to join the Fleet off Brest, the Thunderer, of 74 guns, Captain Bedford, after being refitted in Hamoaze. Letters have been received from the Bacchante, of 24 guns, Captain Dashwood; and Beaulieu, of 44 guns, dated Carlisle Bay the 30th of August, which state their safe arrival there from Cork, with the outward-bound West India Fleet, all well the 21st of August, and very healthy. The French Gun-boat, brought in last Thursday, is sixty feet long, mounts two guns, and is without rudder or half deck; so that the soldiers and sailors, in going from port to port, are in danger of being swamped and always wet. By the John Bull, of 14 guns, armed Cutter, from Gibraltar, is

learnt, that among the deaths there, were those of Mr. Pownall, and his whole family, naval Storekeeper at Gibraltar.

6. Letters received here from Malaga, dated the 12th ult., state, that the fever had much abated, and the deaths were now reduced from ten to five per day. All the public and private treasure, with the plate belonging to individuals, in the Spanish Ships, is ordered to be landed under the care of the Custom-house here, and forwarded to the Bank of England, under escort of the 4th Dragoon Guards; the merchandize on board them is to be placed in warehouses, under the customs and excise locker. A fine Spanish Brig, el Guixolenza, from the Havannah, laden with cochineal, coffee, and 10,000l. in dollars, detained by the Maidstone Frigate, is arrived at Plymouth. Went into dock, after being stripped, the Indefatigable, of 44 guns, Captain G. Moore; she wants a good deal of repairs.

8. Sailed to join the Fleet off Brest, the Terrible, of 74 guns; Minotaur, of 74 guns; and Colossus, of 74 guns. The remainder of the Ships in Cawsand Bay as they get ready are to sail for the Fleet off Brest. Came in the Warrior of 74 guns, Captain Bligh, after a long cruize off Rochfort.

10. Came in from Jamaica, a large Cartel Ship, with 300 French soldiers and prisoners, belonging to the army of St. Domingo, taken off that island by our intrepid Sailors and Royal Marines. They have had a dreadful passage of 13 weeks, and experienced great mortality, 31 prisoners having died on the voyage. When the Cartel came into the Channel, the Frenchmen endeavoured to run away with her for Morlaix, but falling in with the Thunderer, of 74 guns, Captain Bedford, and Naiad, of 38 guns, Captain Dundas, the Officer commanding her made a signal of distress, which was answered by the Thunderer, and Captain Bedford put her in charge of the Naiad, which Ship saw her safe into the Sound, and then sailed to join the Fleet off Brest. The Cartel went up Hamoaze to the West Meed, and was directly by the Tide Surveyors put under the strictest quarantine.—The French Cartel, which came in, off Scilly, a few nights since, picked up part of the bottom of an American Schooner, which had foundered in a violent gale of wind a fortnight before. When this wreck was picked up, there were on it three poor emaciated half-starved American Sailors, who could scarcely be got into the Cartel, from extreme debility and weakness. Two others had perished a few days before, from want of food, having been fourteen days without any sustenance but a little wet biscuit, divided in a small portion. The poor fellows are in a fair way now of recovery, and appear very thankful for their providential escape.

Orders are come to the Post-Office here, from the General Post-Office, not to receive any letters from the Streights, &c. that are not thoroughly fumigated.

The famous French Privateer la Blonde, of 30 guns, now christened the Fame, has been purchased by ——— Blewett, Esq. owner of several hired armed vessels from Plymouth, in the service of Government. He means to fit her out immediately as a private Ship of War; and, if a Spanish war takes place, from her swift sailing, there is every prospect of success. She is to carry 30 eighteen-pounders, 150 men, and is to be commanded by that gallant Seaman Captain Hasier, so successful on the coasts of Spain and Portugal, and off the Western Islands, where he fought several brilliant actions in the late and present wars, and captured and burnt several Privateers.

12. The story in circulation, of the Sirius, of 36 guns, Captain Prowse, having fallen in with two Frigates, and after an action of an hour, had captured one of them with great loss, turns out to be unfounded, and arose from a Hoy from Portsmouth, with passengers for Dock, having fallen in with the Medusa and the Matilda bearing up for Portsmouth, and on his hailing the Master of the Hoy, mistook one name for another. Came in the Rosa, of 10 guns, armed Transport, Lieutenant Mercer, from Liverpool and Chester, with 107 Seamen and Landmen, for the Fleet; she ran up the harbour and discharged them on board the Slop-ship, la Resolue, previous to being sent on board the Flag Ship for distribution. Came in the Pickle Schooner, of 14 guns.

The treasure, public and private, of the Medea and Clara, Spanish Frigates, was landed on Saturday and this morning, and lodged in the dungeons of the citadel, previous to being sent off to the Bank of England. The Spanish

Officers of each rank on board, are to be allowed their pay by our Government till the business with the Spanish Court and ours is finally adjusted.

12. Came in the Hazard, of 18 guns, Captain Neve. With part of the Streights' Convoy, the Wasp, of 18 guns, Hon. Captain Aylmer. Came in from a cruize to the westward, the Venus, of 18 guns, Lieutenant Cockburn. Letters from the Doris, of 40 guns, Captain Campbell, dated at sea the 7th inst., state, that on the 5th she fell in with and captured a French Brig, laden with Wine and Brandy, for Brest, from Bourdeaux, for the use of the French Fleet. Came in the Boston, of 32 guns, Captain Douglas, from Halifax, after a passage of twenty-three days; she brought with her a large lumber Ship, with masts of particularly large dimensions, for the use of his Majesty's Navy. The Boston has been at Halifax, and on the American station, six years.

14. Came in the Raven, of 18 guns, from the Downs: she sprung her bowsprit in a violent gale of wind, and went up the harbour to refit. Went up the harbour also, the Hazard, of 18 guns, to refit. Sailed on a cruize the Foudroyant, of 84 guns, Vice-Admiral Sir T. Graves, K. B. It is supposed she is gone to the southward.

17. Went up the harbour to refit, after being in commission nine years and a half, and six years on foreign service in the West Indies and America, the Boston, of 32 guns, Captain Douglas. The following are the Men of War which have sailed from Cawsand Bay this week, to join the Channel Fleet:—Foudroyant, Courageux, Mars, Repulse, Montague, and Terrible. Remain in Cawsand Bay, the Illustrious, Warrior, and Minotaur. In the Sound, the Harlequin, of 14 guns. In Barn Pool, the Santa Margaretta, of 36 guns; and Raven, of 16 guns. Passed by to the eastward, the Isis Man of War, with a Fleet under convoy, from Newfoundland. Came in, the French Sloop Valligeux, laden with wine and brandy, from Bourdeaux, captured by the Doris Frigate.

At noon the weather cleared up, and from one P. M. till three, every avenue to the Dock-yard was completely filled up till the gates were opened at half past three. At a quarter past four the first Frigate was launched; viz. the Circe, of 38 guns; and at half past four the Pallas, of 38 guns, went off the stocks; and both were soon hauled alongside the North Jetty head. At five, the crowd all pushed towards the slip on which sat the Hibernia, of 120 guns, ready to start. At half past four she began to shake, (as it is termed,) and in an instant moved majestically along the slip into the bosom of the ocean.

The following are the exact dimensions, tonnage, &c. of the Hibernia, launched last Saturday:—

Guns, 32, 24, 18, and 9-pounders -	130
Length of Keel - - - - - -	167 Feet.
Length from the figure head to the tassiel	241
Length of gun-deck - - - - -	201
Extreme breadth - - - - - -	53
Ditto depth - - - - - -	60
Ditto hold - - - - - - -	22
Tonnage - - - - - - -	2,499 Tons.

She is the largest Man of War ever launched in England, and of the greatest force.

Came in the Glory, of 98 guns, from the Channel Fleet, to refit. The Cleopatra, of 44 guns, which came in last Sunday, put back by contrary winds, is bound to Bermuda, and takes out two Commanders for two Sloops of War, building at the Bermudian or Summer Islands, on the plan of the Dasher, of 18 guns, after which she joins the Squadron on the Halifax station. Sailed for the Streights, the Raven, of 18 guns, with a part of the Convoy put in here from stress of weather.

22. This morning orders came down to Vice-Admiral Young, and immediately a signal was made from the Telegraph to Cawsand Bay, and the following Ships immediately sailed for their different stations; viz the Glory, of 98 guns, to join the Channel Fleet for the present; the Illustrious, of 74 guns, Captain Sir C. Hamilton, Bart., for the Channel Fleet; and the Mino-

taur, of 74 guns, Captain Mansfield, to join the Squadron off Ferrol. The only Ships now in Cawsand Bay are the Prince, of 98 guns, Captain Grindall; and the Warrior, of 74 guns, Captain Bligh. That beautiful Vessel the Caroline Brig, of 16 guns, and 60 men, is taken into the service, and it is supposed, when fitted for sea, will carry out dispatches for the West Indies, as she is so fast a sailer: she was the first French National Corvette taken this war by the Doris, of 44 guns, after a long chase.

24. Went down into the Sound for Cork, with convoy, the Eurus, of 36 guns, Captain Innes.

26. Last night sailed for Bermuda, and from thence to Halifax, the Cleopatra, of 44 guns, Captain Lawrie, taking under convoy, as far as their voyage lay together, the large mast Ship the America, Captain Robinson, to take in a fresh cargo of masts, spars, &c. from Halifax. Sailed for Torbay the Lady Warren, of 32 guns, with the Growler, of 14 guns, six Gun-vessels and Yard-lighters, and other craft, to save the stores, guns, &c. from the wreck of the Venerable, of 74 guns, Captain Hunter, lost there last Saturday, when the Fleet were turning out of the Bay. Went into Dock to be coppered, the Circe and Pallas Frigates.

28. Yesterday embarked on board the Hermes, of 18 guns, Captain Abernethy, six Subalterns, and 120 Non-commissioned Officers and Bombadiers of the Plymouth Royal Marines, formed into a company of Royal Artillery. They are for the present destined for Woolwich Warren, to be instructed in the scientific and practical part of the exercise of artillery. Last night there was a hot press in Dock and on the River; several useful hands were picked up and sent on board the Flag-ship in Hamoaze. Sailed to join the Channel Fleet, the Warrior, of 74 guns. Orders are come to the Victualling-Office, to victual and store the following Men of War, commissioned, this day, in Hamoaze: the Hibernia, of 130 guns, Captain Boyle; St. George, of 90 guns, Hon. Captain de Courcy, late of the Plantagenet; Pallas, of 32 guns, Hon. Captain Cochrane, late of the Arab; Circe, of 32 guns, Captain Rose, late of the Jamaica; and Attention and Cheerly Gun-brigs, by two Lieutenants.

Dec. 2. This morning were released from quarantine, the Mate and the two American Seamen belonging to the late American Schooner Cameron, of Boston, bound from Barcelona to Boston, with a cargo of wines and brandies. After experiencing dreadful weather, a few weeks since, off the banks of Newfoundland, the Cameron started a plank, and went down so suddenly, that the Master, a Passenger, and the Crew, had just time to take out a little wine, get into the Jolly-boat, which was leaky, and commit themselves to the mercy of the waves. After beating about the ocean for twelve days, and being almost exhausted, having had nothing to subsist on but a little wine, mixed with salt water, which brought on great debility, the Master, a Passenger, and one Seaman, expired, under the pressure of hunger and inanimation, the Boat having been half full of water from the time they left the Schooner, besides being nearly swamped from several heavy seas, which kept them constantly employed in bailing the water out. The remains of their companions were committed to the deep. On the 13th day, almost perished with cold, weak with hunger and fatigue, the surviving Mate and two Men gave themselves up for lost, and were perfectly resigned to their melancholy fate, as the Boat was filling fast, and they had scarcely strength to bail out the water, when, to their great joy, they espied a Sail, and, making a signal as well as they could with their handkerchiefs, the Vessel bore down towards them. The Boat was hoisted out immediately, and they were with difficulty got on board the Ship, which proved to be the Rover Transport, from Jamaica, with French prisoners. These Men speak very highly of the great humanity of the Master of the Rover. Sailed for their station off Torbay to Portland, the Nemesis, of 32 guns, Captain P. Somerville. Came in the Sylph, of 18 guns, from a cruize to the westward. Sailed to join the West India Convoy, outward-bound, the Patriote armed Transport; also, to join the Fleet off Ferrol, the Bellerophon, of 74 guns, Captain Loring. The Indefatigable of 44 guns, Captain G. Moore, just out of Dock, and fitted for sea in Hamoaze, is ordered to work down the Harbour into the Sound directly, though the wind is directly E., and then to proceed with the several Officers to

Join their Ships off Ferrol, and to take dispatches for Rear-Admiral Cochrane. Sailed for Cork, the Eurus, of 32 guns, Captain Jones, with Naval stores for the Fleet under Admiral Lord Gardner, and several empty Victuallers for that port. Remain in Cawsand Bay, the Prince, of 98 guns, Captain Grindall. In the Sound, St. Margaretta, of 36 guns, Dolphin, of 44 guns, several Gun-brigs, and Harlequin, of 14 guns.

4. Went up the Harbour to refit, from Barney Pool, the Dolphin, of 44 guns, Captain Ferrieres. The Impetueux, of 84 guns, Captain Martin, has not been able to get round from Torbay, owing to the S. S. E. winds blowing right in there, with a heavy sea; she is to bring round the Officers and Crew of the Venerable, of 74 guns, which is all to pieces, though several of her stores are saved by the exertions of the Impetueux and Goliath's Boats, and the Clerks of the Victualling Office, sent over to Torbay to take charge and superintend that business; when her Crew arrive here, they will be distributed on board the Hibernia, of 130 guns, Captain Boyle; and St. George, of 98 guns, Hon. Captain de Courcy, fitting for sea in Hamoaze; they are a fine Ship's company, and will go far towards manning these Ships. Warped down into Barney Pool, to wait the morning's tide, when she will go into the Sound to take dispatches for Rear-Admiral Cochrane, the Indefatigable, of 44 guns, Captain G. Moore. Came in from a cruize to the westward, the Nautilus, of 18 guns, Captain Aldham; and the Dasher, of 18 guns, Captain Delafores.

5. The Dispatch Sloop of War has captured, and afterwards destroyed, two French Pinnaces, the Crews and stores of which she brought into this Port. Came in from off Ferrol, where she left a few days since, on that station, all well, the Spartiate, of 84 guns; Captain Jardine, of the Royal Marines, came passenger, on account of his health. Last night arrived the Dreadnought, of 98 guns, Vice-Admiral Collingwood, from off Rochefort.

6. Went into the Sound, and sailed for Ferrol and Corunna, the Indefatigable, of 44 guns, Captain G. Mann. Went also into the Sound, and sailed directly to the westward, the St. Margaretta, of 36 guns. Came from the eastward, the Gannett, of 18 guns, Captain Bass, with a convoy.

8. Came in l'Impetueux, of 84 guns Captain Martin, from Torbay; and several Gun-brigs, with the Officers and Crew of the Venerable, of 74 guns, Captain Hunter, lost there. The Impetueux experienced terrible weather there since the 25th ult. The Channel Fleet passed down last night for their station off Brest, and the Impetueux left them S. E. of the Edystone Light-house, all well. Sailed under convoy of a Gun-brig, the Patriot armed Transport, for Barbadoes, to Falmouth, to wait convoy. Came in the Goliath, of 74 guns, and Eurydice, of 24 guns, Captain Hoare, from the westward, put back by contrary winds. Letters received from Lisbon by the last Packet, state the total loss on the coast of Portugal, about a month since, of the Duke of Clarence, Lieutenant N. Clements, in a violent gale of wind. Lieutenant C., the Officers, and Crew, are saved, though with the loss of all their property. The Venerable's Ship's company were this afternoon drafted on board the Hibernia, St. George, Pallas, and Circe.

11. This forenoon a Court Martial was held on board el Salvador del Mundo, Vice-Admiral Young, in Hamoaze, on Captain Hunter, the Officers, Warrant and Petty Officers, Ship's Company, and Royal Marines, of his Majesty's late Ship Venerable, of 74 guns, which was wrecked on a reef of rocks near Torbay, in a gale of wind, on Saturday night, the 24th ult., for the loss of the said Ship (J. Liddel, Esq. Judge Advocate); when, after a very short trial, the Court unanimously acquitted them all honourably, except one man, who was found guilty of drunkenness, disobedience of orders, and plundering the Officers' baggage. He was adjudged to receive 200 lashes round the Fleet, as an example.

12. Came in the Malta, of 84 guns, Captain Buller, from off Rochefort; she left the Squadron all well a few days since.

13. Came in from the Channel Fleet, which she left all well, bearing up for Torbay, last night, S. S. E. of the Edystone, the San Josef, of 110 guns, Captain Ricketts.

PORTSMOUTH.

Sept. 26. Arrived the Magæra Sloop of War, Capt. Duff, from a cruize. Sailed the Heron and Lady Melville armed Ships, with convoys; and the Duke of Clarence Cutter, with a convoy for Guernsey. The Poulette, of 24 guns, Captain Dunbar, on her returning from off Havre, chased the Lion Cutter, of Hastings, a most notorious Smuggler; and although the Poulette flies like a witch, and every advantage was taken by Captain Dunbar, that an expert Seaman could devise, in battering down, &c. the Poulette, she escaped, after a very hard and singularly circuitous chase. Sailed the Hecla and Explosion Bomb, on a cruize off Havre. The Blenheim, of 74 guns, Capt. Bland, is ordered into harbour.

30. Governor Desbar is arrived, to take his passage to St. John's, Newfoundland. The probability of a war with Spain daily increases. Among the serious symptoms, we think the ordering a number of Frigates and smaller Vessels for foreign stations, and the sudden orders to get others ready for commission, are not among the least of the expectations of such an event. The Swiftsure, Captain Robinson; Tribune, Captain Bennet; and Seine, Captain Atkins; are ordered to fit here for foreign service. The Arethusa and Flora Frigates are ordered to be fitted for commission. The Growler, Gun-vessel, Lieut. Ives, has detained the Spanish Brig Esperance, bound to Dieppe, laden with coffee, indigo, and sugar, which sailed for Bowes yesterday, to unload her cargo. The Rattler, Captain Mason, has sent in the Galliot Melena, bound to Bourdeaux.—We are sorry to learn the loss of the Georgiana, hired Cutter, Lieut. Kneeshaw, on Wednesday last, on the banks near Honfleur, in reconnoitring the enemy's force very far up the Seine. The Boats of the Havre Squadron saved the people, and Lieut. Kneeshaw set fire to the Vessel, which was entirely destroyed before any of the Flotilla could get near her. They, however, fired on the Boats on their retreat, but did not hurt any person. Lieut. K., the Master, and part of the Crew, are arrived in the Trusty, to attend the usual proceedings of inquiry. Lieut. K. is an old Officer, and has lost an arm in the service. The Favourite Sloop is ready for service. The Sea Nymph Transport is come into harbour, to put the remainder of the French St. Domingo prisoners, which she brought from Jamaica, on board the Prison Ships. Of about 300 embarked, 105 died on their passage, and 15 since her arrival, of dysentery, scurvy, &c. Such was their inhumanity to each other, that the unhappy creatures, the moment they were indisposed, were carried to the deck, and left, without the most trifling assistance, to die. She has only two Officers on board, to whom the men held not the least obedience.

Oct. 2. The Zephyr Bomb, Captain Abdy, sailed this morning, with a convoy for the Downs; and the Meteor Bomb, Capt. James, went out of harbour.

3. Arrived the Kent, of 74 guns, Captain Malcolm, from the Mediterranean, and is put under quarantine at the Motherbank; also at St. Helen's, the Poulet Frigate, Capt. Dunbar, from a cruize, and the Speedwell Brig.

5. Arrived the Nancy Cutter, with dispatches from Gibraltar, and the Brig Polante, from Lisbon, bound to Charleburg, detained by the Duke of Clarence Cutter. Dropped down to St. Helen's, the Swiftsure, Mofatt. The Ant, Schooner, is appointed convoy to the Downs. Wind N. W.

7. Vice-Admiral Sir Robert Calder has struck his flag till the Prince of Wales is refitted.

8. Arrived the Brig Prussiana, from Cadiz, bound to Havre, detained by the Melpomene Frigate. The Kent Man of War is released from quarantine.

11. Arrived the Polyphemus, of 64 guns, Capt. Lawford, from the eastward; and the Conquest, Gun-vessel, from Guernsey. The Trusty did not sail till this morning; she has several buoys on board to lay down on Dungeness. Remain at Spithead, the Kent, Captain White, with a signal flying for the Downs.

12. Sailed the Kent, of 74 guns, Capt. J. White, with a convoy to the eastward; she will proceed to Chatham to be paid off, and her men drafted on board other Ships; the Egyptienne, of 50 guns, Capt. Fleming, sailed to join the Fleet off Brest. The Tribune, of 44 guns, Capt. Bennet, is fitting for foreign service, and will sail in ten days for the Mediterranean.

13. By the Prince of Wales, arrived at Portsmouth from Rochefort, we learn, the force of the enemy consisted of five Sail of the Line, one a three-decker, four large Frigates, two Men of War Brigs, and several Gun-boats; this force is moored in two lines, defended on one side by the Isle d'Aix, a place very strongly fortified, and on the other side by a large Floating Battery, with twelve mortars, thirty-two guns of a large calibre, eight of which are parted off for red hot shot. The Prince of Wales was relieved by the Dreadnought, of 98 guns, Admiral Collingwood, and left with him the Warrior, of 74 guns, Capt. Bligh; Repulse, of 74 guns, Honourable Capt. Legge; Hero, of 74 guns, Hon. Capt. Gardner; Minotaur, of 74 guns, Capt. Mansfield; and Boadicea Frigate, Captain Maitland.

16. Went out of harbour, the Minerva Cutter, and sailed on a cruize. The Seine Privateer, Captain Atkins, has made the signal for a convoy to the coast of Africa. The Ajax and Ellen Transports, with the African corps on board, will go under her convoy to the island of Goree.

17. Arrived the Lively of 38 guns; Albacore, of 16 guns; and Heady Gun-brig, from off Havre; also arrived the Ariadne and Pluto.

18. Arrived his Majesty's Frigate Lively, Capt. Hammond, with a Spanish Frigate, laden with Treasure, from South America. The Lively, Indefatigable, Medusa, and Amphion, Frigates, fell in with four of these Ships, captured three, and the other blew up in action.

N. B. For further particulars of the capture of the Spanish Frigates, our readers are referred to our Gazette Letters for the official account.

19. The Fama, Spanish Frigate, would have come into harbour to-day; but it blew so fresh that her anchors could not be got up; 500,000l. in dollars have been discovered on board of her (private property), and she has a very valuable cargo. The men have been sent on board the Prison-ships in the harbour, and the Officers are landed at Elsor. Arrived at St. Helen's from the Downs, bound to Plymouth, the Courageux, of 74 guns, lately returned from St. Helena.

20. The cargo of the Esperanza has been landed at the Custom-house. The other two prizes and the Indefatigable, are, we understand, put into Torbay. They are ordered to this port. The Seine Frigate, Captain Atkins, is detained by contrary winds, from proceeding to Cork, to take a convoy to the West Indies. The Cleopatra Frigate, Captain Laurie, is to take the convoy for Halifax, and continue on that station. The Ship Spy, Captain Clark, from the South Seas, arrived here on Sunday last, laden with a large quantity of gold and silver, belonging to Mr. Hurry, of Gosport, being the successful produce of a cargo of British manufactures, with which she traded with the inhabitants of South America. The bullion, estimated at 100,000l., and contained in upwards of 100 large casks, was deposited in the Gosport Bank, from whence it was conveyed on Tuesday morning, in three waggons, to the Bank of England, under a strong guard. The arrival of so much specie at such a time of want is a fortunate accession; and we hope it will assist the circulation of the new dollars, of which part of the cargo, to the amount of 47,000l., consists. Arrived the Chance Cutter from Gibraltar; Nancy Cutter, from off Havre; Eurydice Frigate, and the Kent Cutter, from the Downs; also the Rattler Sloop of War from a cruize, and has brought in with her the Dolphin Lugger, laden with stone, from Swanage for London, which was captured by a French Privateer off Brighton; the Rattler left his Majesty's Ship Megerie in chase of the Privateer. Sailed the Courageux Man of War for Plymouth; and la Seine Frigate for Cork.

Arrived the Dolphin, Gillingham, of London; she was captured on Saturday, the 19th of October, by a French Privateer, of 16 guns, about two miles off Brighton, and retaken by the Rattler Sloop of War, Captain F. Mason. The Master and Mate were taken on board the Privateer.

24. Arrived the Wasp, of 18 guns, Hon. Captain Aylmer, having seen the Lisbon convoy safe into the Downs. Also arrived the Cleopatra of 36 guns, to

take in horses, and charge of a convoy for Halifax. Also the Success, from St. Helen's, to be paid preparatory to sailing on a cruize.

27. Arrived the Pluto, with a convoy from the Downs, and a Danish Ship, laden with warlike stores for a French port, which she stopped; she also rescued twelve Merchantmen from the danger of a French Privateer, which was bearing down on them, and to which the Pluto gave chase till she was out of sight.

29. Arrived the Plantagenet, of 74 guns, Captain Pendar, from the Channel Fleet; and the Ganges, of 74 guns, Captain Freemantle, from off Ferrol.

31. Sailed on a cruize off the Coast of Spain and Portugal, the Lively, of 38 guns; for the coast of France, the Favourite, of 16 guns; and to the eastward, with a convoy, the Curlew, of 18 guns. Arrived the Eugenie, which sailed a few days since for Guernsey with Transports, with troops on board: having expended all their water, was their reason for putting into this port. Dropped down to St. Helen's, the Swiftsure, Vice-Admiral Sir John Orde; the Agamemnon, of 64 guns, and Polyphemus, of 64 guns; but the wind blowing strong from the westward, they cannot proceed to their destination.

30. Arrived the Speedwell Brig of War from a cruize, and has brought in with her a neutral Ship, which she has detained; also the Ruby Man of War, and the Raven Sloop of War, from the Downs.

Nov. 1. Vice-Admiral Sir John Orde and his Squadron got under weigh; but owing to the wind blowing so strong, he could not keep the sea, but thought it advisable to come to an anchor again at St. Helen's, which he did this afternoon.

3. Sir John Orde, with seven Sail of the Line under his command, sailed from Portsmouth yesterday.

6. Sailed the Plantagenet, to join the Channel Fleet; Adamant, to the Downs; Cleopatra, for Halifax; Wasp and Beagle, to join Sir John Orde's Squadron; and the Tribune, Camel, Prevoyante, and Raven, with a convoy for the Mediterranean. Arrived the Zebra and Argus Sloops of War; and the Eolus Frigate, Lord W. Fitzroy, from Weymouth. Sailed the Diomede, of 50 guns, Captain Dowman, for Guernsey. Came into harbour the Spider.

7. Arrived from the eastward, the Euryalus, of 40 guns, the Hon. Captain Blackwood; the Æolus, of 36 guns, Lord W. Fitzroy, from attending his Majesty at Weymouuh; and the Entreprenante Cutter, Lieutenant Young, from a cruize off Brighton. Went out of harbour, the Albacore Sloop of War, Captain Henniker. The Cleopatra Frigate, Sir Robert Laurie, sailed from Spithead in the morning, but is since come to at St. Helena.

8. This morning arrived the Medusa Frigate, Captain Gore, and her prize, the Spanish Frigate, Matilda, which struck without a gun being fired, on her voyage from Cadiz to Rio de la Plata, with quicksilver, for the working of the mines. Went into harbour, the Excellent, of 74 guns, Captain Freemantle; and the Euryalus Frigate, Hon. Captain Blackwood. Arrived three Russian Ships of War, with a Commodore's broad pendant, passing the Owers last night; they fell in with two large fast sailing French Luggers, and shortly after the Lady Castlereagh, on her way from Plymouth to the Downs. The Rattler Sloop of War got foul of the Lady Castlereagh, and carried away her bowsprit, and about eight o'clock run on the Horsebank, but was got off by the assistance of the Boats of the Ships at Spithead. Sailed the Albacore, of 18 guns, Captain Henniker, for Guernsey; it is very probable that she may fall in with the above-mentioned Luggers, as they frequently anchor under St. Catharine's Point. Arrived from attending his Majesty at Weymouth, the Crescent Frigate, of 36 guns, Lord W. Stuart.

8. Rear-Admiral Louis hoisted his Flag yesterday morning on board the Leopard, of 50 guns, Capt. Austen, at Spithead. The Inconstant Frigate, Capt. Dickson, has made the signal for a convoy to the West Indies. The Aurora Frigate, Capt Malbon, brought eighteen Ships from Lisbon, which proceeded for their destined ports. She sailed several days after the last Packet which arrived. Mr. Frere had left Madrid and was hourly expected at Lisbon. The Aurora fell in with the Termagant Sloop, which had spoke with Sir John Orde's Squadron off Cadiz, on the 18th ult. Sir John had detained a Spanish Frigate and a Packet. The Sophie Sloop was waiting in the Tagus, to proceed with dispatches to Lord Nelson.

21. Wind variable. Arrived the Triumph Man of War, of 74 guns, Sir Robert Balston, from the Streights; the Zephyr Brig of War from a cruize. The Russian Ship Raterzan, of 64 guns, Commodore Greig; Venus, Captain Elphinstone; Afrol and Helena Frigates; arrived here. They will sail for the Mediterranean on the arrival of another Ship of the Line. The Officers of the Russian Squadron were this day elegantly entertained by Admiral Montague: Sir Isaac Coffin, Captain Sir Frederick Thesiger (who commanded several years in the Russian service), and many Officers of the Navy, were at the dinner. Lady Trigge is on board the Doncaster Transport, at the Motherbank. Every Ship from the Mediterranean was ordered by the telegraph, this morning, to Stangate Creek.

On Thursday, the Medusa, Captain Gore, arrived here with the Matilda, Spanish Frigate, of 36 guns, which she took off Cadiz, without resistance, bound to Vera Cruz, laden with quicksilver. The Donnegal, Sir Richard Strachan, was in sight, from whom Capt. Gore brought very important dispatches.

15. Arrived from Cowes, the Success, of 36 guns, Capt. G. Scott, with her Convoy, having received orders to proceed on her voyage to the Coast of Guinea. Sailed to join Sir John Orde's Squadron, the Glory, of 98 guns, Capt. Craven; and the Cleopatra Frigate, for Halifax; on a cruize, the Rose Cutter, Lieut. Talbot.

17. The specie of the Spanish Frigate Fama has been sent to London in five waggons, escorted by a guard of the 3d Lancashire regiment; the other part of the cargo is stored at Gosport.

A Court Martial was held on Lieut. John Kneeshaw, for the loss of the Georgiana Cutter, near Harfleur. The Court were of opinion, that the conduct of Lieut. Kneeshaw and his Crew were highly meritorious, and adjudged them to be acquitted. Afterwards, a Court was held on Lieut. John Griffith, of the Acasta, for irregular and unofficer-like conduct, in absenting himself from his duty beyond his leave. He was sentenced to be dismissed from his Majesty's Ship Acasta, and put at the bottom of the list of Lieutenants.

19. Arrived his Majesty's Sloop Saracen, Capt Beaucham, from a cruize; also the Isis, of 50 guns, Vice-Admiral Sir Erasmus Gower, Capt. Ommanney, from Newfoundland.

21. Arrived the Decade, Capt. Rutherford, from off Cape la Hogue. Went out of harbour, the Dragon, of 74 guns. Put back to St. Helen's, the Atlas, of 74 guns, not being able to fetch Torbay. Sailed on a cruize to the coast of France, the Regulus, of 44 guns.

24. The Ganges, Capt. Freemantle, was ordered to be paid off, in consequence of her great defects. One of her Lieutenants, S. G. Parsons, is appointed to the Theseus.

27. Sailed the Crescent, of 52 guns, Lord W. Stuart; and Æolus, of 32 guns, Lord W. Fitzroy, on a cruize. Arrived and remain with the under-mentioned, the Princess of Orange, of 74 guns; Raisonable, of 64 guns; from the North Sea; Greyhound and Melampus, of 36 guns each, from the Downs.

28. Sailed the Hyæna, of 36 guns, Capt. Fahie, with the Leeward Islands Convoy; and the Acasta, of 36 guns, Capt. Wood, with the Jamaica Convoy, for Cork to the Reindeer, and then proceed to the West Indies, accompanied with the West Indiamen from that place.

29. Sailed from Cowes and Yarmouth Roads, the Acasto and Hyæna Frigates, with the Fleet under Convoy for the West Indies.

Dec. 3. Went into harbour the Iris, of 50 guns, Captain Ommanney. Sailed the Dragon, of 74 guns, Capt. Griffith, to join the Channel Fleet. Arrived the Railleur Sloop of War, with a Convoy from the Downs.

5. Arrived the Sparkler Gun-brig from the Downs. Sailed the Curlew and Devastation Bombs, for the Coast of France. Came into harbour the Triumph, of 74 guns, and Medusa, of 40 guns, to be repaired.

7. Went out of harbour, the Russian Frigate Venus, Capt. Elphinstone; and the Mercury, of 28 guns, Hon. Capt. Bouverie. Came up to Spithead from St. Helen's, the Aurora, of 28 guns, Capt. Malbon.

14. Sailed l'Entreprenante Cutter, with the Ajax, Amphitrite, and Elisha, Transports, with troops for Guernsey; and the Sparkler Gun-brig, with a Convoy for the Downs.—Wind W.S.W.

Sheerness, Nov. 8. Tuesday, was paid at the Great Nore, the St. Albans, of 64 guns, Captain Temple; the Immortalite, Captain Owen; and the Hecate Gun-brig. Yesterday the Hindostan, of 54 guns, Captain Frazer; and to-morrow will be paid the Latona Frigate, and Galgo armed Ship. The Melampus Frigate, and several other Ships, are nearly ready for sea.

Deal, Nov. 8. His Majesty's Yachts, Princess Augusta and Royal Sovereign, from Falmouth. Arrived from Portsmouth, his Majesty's Ship Adamant, Captain Burlton, from Dungeness; and Vulture Sloop of War. Arrived in the Downs from the westward, a Russian Man of War, and saluted the Flag, which was returned by the Monarch, Admiral Lord Keith.

Promotions and Appointments.

The Hon. Admiral Berkeley is appointed to the Chief Command of the Sea Fencibles on the coast of England.

At Dumfries, the Hon. Captain William Johnstone Hope, of the Royal Navy, has been unanimously elected Member of Parliament for Dumfries-shire, in the room of the late Sir Robert Lawrie, Bart. Agreeably to an ancient custom in that county, Captain Hope was invested with a sword immediately after the election.

Sir Home Popham, in the absence of Admiral Louis, commands on the Dungeness station.

Lord Cochrane and Captain Rose are appointed to the respective Commands of the Pallas and Circe Frigates, at Plymouth; as are Captains Champion and Bissel, to the commands of the Jason frigate, at Woolwich, and the Combatant, at Sheerness.

Captain Boyle is appointed acting Captain of the Hibernia, of 130 guns, at Plymouth — J. Heron, Esq., is appointed Purser to the Hibernia.

The Hon. Captain de Courcy is appointed to the St. George; and Captain Upton, to the Lapwing.

Captain Dick is appointed to command the Jamaica; Captain M. Maxwell, to the Arab; Captain Lawson, to the Lord Melville; Captain Drummond, to the Medusa, vice Gore, indisposed; Captain F. Douglas, to the Blonde, which sailed from Lymington on Sunday last, with dispatches; and Captain Laroche, to the Suffisante Sloop.

Captain Pickmore, of the Utrecht, is appointed to the Ramilies; Captain Plampin, to the Antelope; Sir Home Popham, to the Diadem; and Lieutenant Norman, to the Hecate.

Lieutenant Dundas is appointed to command la Musette, of 24 guns, stationed at Yealm River as a Guard-ship, vice Lieutenant Bevans, on shore, sick.

Lieutenant Laroche is promoted to a Commander; Lieutenant Montressor, to the command of the Cheerly Gun-vessel; Lieutenant Pettit, to the Wrangler; and Lieutenant Rose to the Growler.

Lieutenant Carr, of l'Eclair, is appointed to the Netley, vice Lawrence, appointed to the Serapis; Lieutenant Beckett, late of de Ruyter, to l'Eclair.

A new Class of Officers, to be called Sub-Lieutenants, are to be appointed, selected from Midshipmen who have served their time. They are to receive Half-pay.

Mr. R. Bell is appointed Surgeon of the Antelope, of 50 guns, in the room of Mr. George Roddam, appointed to the Foudroyant, of 84 guns, the Flag-ship of Rear-Admiral Sir Thomas Graves; Mr. E. Bromley, to be Surgeon of the Prince; Mr. Weymouth, of Portsea, to be Surgeon of the Pearl; G. W. Maude, Esq., Agent to the Naval Hospital at Jamaica.

Mr. Lemmon, of the Impregnable, is appointed to be Master Shipwright at Antigua.

BIRTHS.

On the 28th Nov., in Lansdown Place, Bath, the Lady of Vice-Admiral Sir Charles Henry Knowles, Bart., of a daughter.

On the 5th Dec., at Ealing, the Lady of Captain George Hopewell Stevens, of the Royal Navy, of a daughter.

At Fareham, Hants, the Lady of Captain Katon, of the Royal Navy, of a son.

MARRIAGES.

At Glasgow, William Perry, Esq., of the Tourterelle, to Miss Todd, eldest daughter of David Todd, Esq., merchant, Glasgow.

On the 5th Dec., at the Viscountess Duncan's, Major Fergusson, of the Ayrshire Militia, to the Hon. Henrietta Duncan, daughter of the late Lord Viscount Duncan.

On Thursday the 6th Dec., at Mary-le-bone Church, Captain Robert Campbell, of the Royal Navy, to Miss Maria Edgar, only daughter of Rear-Admiral Edgar.

At Guernsey, Captain Dumaresq, of the Charwell Sloop, to Miss le Mesurier, sister of Major le Mesurier, Governor of Alderney, and Niece to Alderman le Mesurier, of London.

At Jersey, Captain le Gros, of the Navy, to Mrs. Lemorie, sister to the Duke of Bouillon.

OBITUARY.

On the 25th of October, at Riacknell Banks, aged 65 years, Isaac Vaillant, Esq. Rear-Admiral on the superannuated list. This gentleman was the eldest son of the late Paul Vaillant, Esq. an eminent bookseller, and who had served the office of Sheriff of London. He was made Post Captain in the year 1788; and, in the whole, had served 48 years in his Majesty's Navy.

On the 28th of October, Lieutenant Cuthbert Adamson, an Elder Brother of the Trinity House, who, in early life, accompanied Commodore Phipps to the North Pole.

Lately, at Jamaica, Lieutenant Firmidge, of the Diana.

On the 30th Nov., at the House of the Duke of Roxburgh, Mrs. Bechinoe, relict of the late Captain Bechinoe, of the Royal Navy, mother of her Grace the Duchess of Roxburgh, and sister to Sir J. Smith, Bart., of Sydling, Dorset, aged 66.

On Thursday, Dec. 6, at her house in Welbeck-street, Mrs. Godsalve, the widow of the late Admiral Godsalve.

On Tuesday, Dec. 11, at Haslar hospital, Lieut. Askew, First Lieutenant of the Triumph, from the effects of a blow which he received on the head with a piece of rope, when that Ship was coming into harbour, which caused a *hydrocephalus*, and has deprived society of a good young man, and the service of an intelligent Officer. In the West Indies, Lieut. Cameron of the Fly.

Lately at Salisbury, Mrs. Marsh, aged 84, relict of Captain Marsh, who was a Captain of Greenwich Hospital. On the 16th of October, at Barbadoes, Capt. Lord Proby; Lieutenants Cole and Donvill; Mr. Wilson, Master; Mr. Rowan, Surgeon; Mr. White, Carpenter; Mr. Lyons, Boatswain; and Mr. Cox and Mr. Waddy, Midshipmen, of his Majesty's Ship Amelia. A few days since, J. Willes, Esq. a superannuated Commander in the Navy. On the 7th inst., Mrs. Brisbane, widow of the late Capt. W. Brisbane, of the Navy.

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